

# **PUBLIC SERVICE COMMISSION**

## **STATE OF MISSOURI**



### **ANNUAL REPORT**

**July 1, 1961**  
**to**  
**June 30, 1962**

E. L. McCLINTOCK  
WILLIAM BARTON

COMMISSIONERS  
TYRE W. BURTON  
CHAIRMAN

FRANK J. IJEN  
FRANK W. MAY



STATE OF MISSOURI  
PUBLIC SERVICE COMMISSION

Jefferson City

WARREN G. TAYLOR  
SECRETARY

December 1, 1962

GEORGE G. FOX  
CHIEF RATE EXPERT

CARLE R. NEWBERRY  
SUPERVISOR  
BUS AND TRUCK DEPT.

LILLIAN M. CUNNINGHAM  
CHIEF COURT REPORTER

GLENN D. EVANS  
GENERAL COUNSEL

THOMAS J. DOWNEY  
ASSISTANT GENERAL COUNSEL

R. E. DUFFY  
CHIEF ENGINEER

JAMES M. ENGLAND  
CHIEF ACCOUNTANT

Honorable John M. Dalton  
Governor, State of Missouri  
Jefferson City, Missouri

Dear Governor Dalton:

The Public Service Commission of the State of Missouri has the honor of transmitting to you its Annual Report for the fiscal year ending June 30, 1962. This Report is submitted pursuant to Section 386.380, Revised Statutes of Missouri, 1959.

Respectfully submitted,

*Tyre W. Burton*  
Chairman

*E. L. McClintock*  
Commissioner

*William Barton*  
Commissioner

*Frank J. Ijen*  
Commissioner

*Frank W. May*  
Commissioner

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MISSOURI PUBLIC SERVICE COMMISSION

TYRE W. BURTON	Chairman	Fayette
E. L. McCLINTOCK	Commissioner	Cape Girardeau
WILLIAM BARTON	Commissioner	Jonesburg
FRANK J. IJEN	Commissioner	Kansas City
FRANK W. MAY	Commissioner	Desloge
PATRICIA NACY	Secretary	Jefferson City
JAMES M. ENGLAND		Chief Accountant
R. E. DUFFY		Chief Engineer
GEORGE G. FOX		Chief Rate Expert
GLENN D. EVANS		General Counsel
LILLIAN M. CUNNINGHAM		Chief Court Reporter
CARLE R. NEWBERRY		Supervisor of Motor Bus and Truck Department
WARREN G. TAYLOR		Supervisor of Railroad Safety

MISSOURI PUBLIC SERVICE COMMISSION

PERSONNEL

AS OF JUNE 30, 1962

ACCOUNTING DEPARTMENT

James Cameron  
Paul W. Christian  
Irma Pate Faris  
Edward Fritsch  
George L. Goedde  
Sarah Catherine Goedde  
Sidney M. Graf  
Gilbert E. Hoffman  
A. R. Hudgins  
James Frank Mauney  
Gerald J. Pleus  
Elmer J. Schlueter

Field Accountant IV  
Asst. Chief Accountant  
Clerk-Stenographer III  
Field Accountant II  
Field Accountant II  
Clerk-Stenographer II  
Field Accountant II  
Accountant IV  
Field Accountant II  
Field Accountant III  
Field Accountant I  
Field Accountant II

ADMINISTRATIVE SECRETARIES

Hazel Benefiel  
Lucille Cybofsky  
Edna Giertz  
Marjorie Hardin Horn  
Mary Otke

Administrative Secretary  
Administrative Secretary  
Administrative Secretary  
Administrative Secretary  
Administrative Secretary

BUS AND TRUCK DEPARTMENT

Carole A. Bolfing  
W. W. Chiam  
Ferrin A. Cooper  
Lucille DeBroeck  
Paul R. Evans  
Richard J. Fulton  
Karen Drue Haeffner  
Dorothea Miller  
Elizabeth Cronin Hughes  
Wallace J. Murphy  
J. E. Nunn  
George E. Phipps  
John S. Schanbacher  
Bernard J. Scheve  
Marguerite Smith

Clerk-Typist I  
Assistant Supervisor  
Field Inspector I  
Clerk-Typist III  
Field Inspector I  
Field Inspector I  
Clerk-Stenographer II  
Clerk-Typist III  
Chief License Clerk  
Field Inspector I  
Field Inspector I  
Field Inspector I  
Field Inspector I  
Field Inspector I  
Senior Insurance Clerk

## ENGINEERING DEPARTMENT

Dorothy G. Acree  
Ivan A. Chester  
Rose Mary Ekstam  
G. R. Gilcrest  
A. R. Hamilton  
Richard Kieselbach  
Billy M. Nickle  
Flora B. Parsons  
John O. Richey  
Dayton O. Riehn  
Arlie Eugene Smith  
Grover R. Wicker

Clerk-Stenographer III  
Utility Appraiser  
Clerk-Stenographer III  
Rate Engineer  
Utility Appraiser  
Valuation Engineer  
Utility Appraiser  
Clerk-Typist I  
Electrical Engineer  
Appraiser  
Appraiser  
Valuation Engineer

## GENERAL OFFICE

Elza M. Chambers  
Thomas Henderson  
Oliver W. Jackson  
Eugene Jefferson  
Julius Mulkey, Jr.  
Leola A. Parker  
Bernice F. Selvidge  
Helen Sitton

Switchboard Operator  
Mail Clerk  
Duplicating Eqpt. Oper. II  
Custodial Worker  
Custodial Worker  
Chief Clerk  
Receptionist  
Clerk III

## LEGAL DEPARTMENT

H. Burks Davis  
Thomas J. Downey  
Nadine Gillock  
Edna Mae Henley  
Walker Pierce  
Paul H. Reis  
Vera Mae Smith  
Harvey Tessler

Reporter of Opinions  
Assistant General Counsel  
Clerk-Stenographer II  
Clerk-Stenographer III  
Examiner  
Examiner  
Clerk-Stenographer II  
Examiner

## RATE DEPARTMENT

G. H. Havens  
Robert F. Hincey  
David C. Jobe  
Margaret Meadows  
Joyce Mealy  
Henry Reinhardt

Rate Expert  
Rate Expert  
Field Inspector I  
Clerk-Stenographer III  
Clerk-Stenographer II  
Rate Expert

**REPORTING DEPARTMENT**

Marilea Stadler  
Robert L. Stratman

Reporter and Transcriber  
Court Reporter

**SECRETARY'S OFFICE**

Elsie Dunwiddie  
Mary Potts  
Constance B. Sexauer

Clerk-Typist III  
Clerk-Typist II  
Duplicating Eqpt. Oper. I

## OFFICE OF THE SECRETARY

The Public Service Commission consists of five members appointed by the Governor. It was established by the legislature in 1913, to act for it, in the regulation and control of all public utilities operating in the state.

There are presently, under its jurisdiction and control twenty-seven railroad utilities, one street railroad, one railroad express agency, one sleeping car company, one telegraph company, fifty-three electric, gas, water and heating companies and one hundred two telephone companies.

The jurisdiction and control over all motor vehicles, operating in the state in the transportation of passengers and property for hire, was vested in the Commission in 1931. Presently operating under authority from the Commission are one hundred fifty-one motor carriers of persons, operating one thousand three hundred and thirty-two vehicles and five thousand six hundred sixty-eight motor carriers of property, operating eighteen thousand three hundred eighty-nine vehicles.

From July 1, 1961, to June 30, 1962, two hundred seventy-four utility applications and one thousand eighty bus and truck applications were filed and processed. During the same period the Commission has issued three thousand nine hundred ninety-five Reports and/or Orders. This number includes orders in Utility and



Bus and Truck cases, Orders on Motions, and Suspension and Reinstatement Orders.

All case papers, except cases filed within the last five years, have been microfilmed. This procedure conserves space and provides a permanent photographic record, immediately available to the public for viewing and reproduction.

Formal hearings are held by the Commission, at its office in the Jefferson Building, in Jefferson City, from Monday through Friday, each week, and they are frequently docketed more than a month in advance. Any person having any interest, whatever, in any proceeding, may appear and be heard.

## ACCOUNTING DEPARTMENT

The Department is charged with the responsibility of assisting the Commission in matters regarding valuations of utility properties for rate making purposes, security issues, reorganizations, consolidations and property acquisitions, and provides evidence at hearings in which these matters are involved. The Department conducts audits and examinations of the various utilities, in order to develop and present information which enables the Commission to evaluate the actual condition of utilities when considering cases involving any of the matters mentioned above.

Other functions consist of the supervision of the accounting methods of all utilities operating in the State, which are subject to the jurisdiction of the Commission, including annual reports covering the operation of each utility which are filed with the Commission as a public record. The Department also assists in the preparation of the biennial budget, and maintains current records of expenditures, and periodically advises the Commission as to the current status of each appropriation.

By application of provisions of Section 386.370, Missouri Revised Statutes 1949, which sets forth the method of assessing the various classes of public utility companies, by the Commission, to cover the expenses incurred, each fiscal year, in exercising its regulatory power, the Department calculates the exact amount of each assessment, against each public utility company.

### Personnel

The Chief Accountant, ten accountants and two clerk-stenographers comprised the personnel of the Department on June 30, 1962.

### Audit and Special Duties

With the exception of the Chief Accountant and office staff, the personnel of the Department perform their duties in the field, auditing and examining the books and records of the various utilities. The purpose of these audits and examinations is to determine the original cost of property, operating revenues and expenses, net operating income and the utility's capitalization, for use in any valuation or rate case which may come before the Commission, and for any other purpose the Commission might deem proper. Special studies are also made from time to time for the purpose of inquiring as to the adequacy, or inadequacy, of the rate of return of the various utilities, based on the net operating income and the existing rate base.

During the fiscal year nine members of the Department staff were in the field on audits and examinations involving the verification of original costs, operating revenues and expenses, and property studies of the following:

Amoret Telephone Company  
(Accounting assistance)  
Bolivar Telephone Company  
(Extraordinary retirement study)  
Peculiar Telephone Company  
(Extraordinary retirement study)  
Vandalia Telephone Company  
(Extraordinary retirement study)

Case No. 14,689 Capital City Water Company  
 Case No. 14,784 Citizens Gas Company of Hannibal  
 Case No. 14,754 General Telephone Company  
 Case No. 14,713 Laclede Gas Company  
 Case No. 14,686 Laclede Gas Company  
 Case No. 14,890 Missouri Natural Gas Company  
 Case No. 14,985 St. Louis Public Service Company  
                     Purcell Telephone Company  
                     (Accounting assistance)  
                     North Missouri Telephone Company  
                     (Accounting assistance)  
                     Southwestern Bell Telephone Company  
                     (Recurring property study)  
                     Empire District Electric Company  
                     (Property study with Federal Power  
                     Commission Staff)

During the fiscal year a total of 991 annual reports and 1,793 quarterly reports were filed, by various motor carriers, covering their 1961 operations. The accountant in charge analyzes these reports as to their conformity with requirements set forth by the Commission, and as to the propriety of the accounting methods and practices of the carriers. Where deviations are found the carrier is notified and very often receives proffered help toward improving accounting methods and practices and the preparation of future reports. The Department is also available for obtaining such accounting and statistical data relative to the various motor carriers' as might be required by the Commission from time to time in passing upon requests of various motor groups for increased rates.

### Security Issues

During the fiscal year the amount of Security Issues authorized by the Commission was \$176,048,359.65, a decrease of 27.43% from the amount authorized during the preceding fiscal year. Of this

amount, \$4,000,000.00 was for the purpose of refunding outstanding securities and debt, as compared with \$1,301,000.00 for the preceeding year, and \$172,048,359.65 was new money obtained for the acquisition, construction, completion, extension and improvement of property and services of the various utility companies.

The fact that Missouri public utility companies were able to obtain their capital requirements during the past year reflects to a high degree the sound financial condition of these companies and their high credit rating. This is further justification for the continuance by the Commission of its policy of careful scrutiny of all proposed security issues, with the view toward improving corporate structures and to increasing the margin of safety to investors.

The following table shows the securities authorized during the period July 1, 1961 to June 30, 1962:

SECURITIES AUTHORIZED JULY 1, 1961 to JUNE 30, 1962

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>	<u>COMPANY</u>	<u>KIND OF SECURITIES</u>	<u>REFUNDING</u>	<u>TOTAL VALUE</u>
July 6, 1961	14,740	The Gas Service Company	Bonds	\$	\$ 7,500,000.00
July 6, 1961	14,729	Union Electric Company	Bonds		30,000,000.00
July 19, 1961	14,735	Kingdom Telephone Company	Notes		330,000.00
July 19, 1961	14,751	Missouri Utilities Company	Common Stock		1,114,872.00
Aug. 10, 1961	14,758	Eastern Missouri Telephone Company	Notes		285,000.00
Aug. 11, 1961	14,753	Gem Telephone Company	Notes		1,114,000.00
Aug. 11, 1961	14,753	Gem Telephone Company	Common Stock		30,000.00
Aug. 22, 1961	14,781	The St. Joseph Water Company	Bonds		1,100,000.00
Aug. 22, 1961	14,781	The St. Joseph Water Company	Common Stock		1,079,000.00
Aug. 23, 1961	14,741	Oregon Farmers Mutual Telephone Co.	Notes		108,000.00
Sept. 20, 1961	14,817	United Telephone Company of Missouri	Common Stock		1,485,000.00
Sept. 20, 1961	14,817	United Telephone Company of Missouri	Bonds		2,850,000.00
Oct. 5, 1961	14,794	Reeds Spring Telephone Company, Inc.	Common Stock		30,000.00
Oct. 10, 1961	14,785	Fidelity Telephone Company	Notes		300,000.00
Oct. 16, 1961	14,767	Green Hills Telephone Company	Notes		53,000.00
Oct. 19, 1961	14,840	St. Joseph Light & Power Company	Bonds		2,000,000.00
Oct. 31, 1961	14,834	Northwest Nodaway Telephone Company	Notes		150,000.00
Oct. 31, 1961	14,806	Reeds Spring Telephone Company	Notes		92,000.00
Nov. 14, 1961	14,827	K.L.M. Telephone Company	Notes		95,000.00
Nov. 29, 1961	14,863	Southwestern Bell Telephone Company	Common Stock		100,000,000.00
Dec. 8, 1961	14,836	Missouri Cities Water Company	Bonds		500,000.00
Dec. 8, 1961	14,836	Missouri Cities Water Company	Common Stock		350,000.00
Dec. 14, 1961	14,884	New Florence Telephone Company	Notes		76,000.00
Dec. 18, 1961	14,878	St. Louis County Water Company	Bonds		4,000,000.00
Dec. 20, 1961	14,849	McDonald County Telephone Company	Notes		125,000.00
Dec. 20, 1961	14,870	Inter-County Telephone Company	Notes		414,000.00
Dec. 21, 1961	14,880	Greenfield Telephone Company	Notes		200,000.00
Dec. 21, 1961	14,880	Greenfield Telephone Company	Common Stock		60,000.00
Jan. 3, 1962	14,796	Meramec Telephone Company	Notes		350,000.00
Jan. 22, 1962	14,862	Nodaway Valley Telephone Company	Common Stock		23,300.00
Jan. 22, 1962	14,844	Nodaway Valley Telephone Company	Notes		85,000.00

Feb. 13, 1962	14,245	A & M Telephone Company	Notes	\$	\$	150,000.00
Feb. 14, 1962	14,899	Modern Telephone Company	Notes			184,000.00
Feb. 27, 1962	14,915	Union Electric Company	Common Stock			5,000,000.00
Mar. 2, 1962	14,903	Twin Lakes Telephone Company	Notes			200,000.00
Mar. 21, 1962	14,893	Sho-Me Power Corporation	Notes			479,074.91
Mar. 23, 1962	14,918	Granby Telephone Company	Notes			40,000.00
Mar. 23, 1962	14,937	Western Light & Telephone Company, Inc.	Bonds			4,000,000.00
Mar. 29, 1962	14,914	Triangle Telephone Company	Notes			184,000.00
Apr. 10, 1962	14,919	B & M Telephone Company	Common Stock			50,000.00
Apr. 27, 1962	14,958	St. Joseph Light & Power Company	Common Stock			1,188,000.00
May 11, 1962	14,943	Capital City Telephone Company	Bonds			750,000.00
May 14, 1962	14,934	Fidelity Telephone Company	Common Stock			150,000.00
May 15, 1962	14,982	Laclede Gas Company	Notes			30,000.00
May 16, 1962	14,975	Southwest Dial, Inc.	Notes			424,000.00
May 17, 1962	14,909	Steelville Telephone Exchange, Inc.	Notes			139,000.00
May 18, 1962	14,971	American Gas Company	Bonds			285,000.00
May 23, 1962	14,962	Chariton Valley Telephone Corporation	Notes			550,000.00
June 13, 1962	14,946	Southwest City Telephone Co., Inc.	Common Stock			19,112.74
June 13, 1962	14,947	Southwest City Telephone Co., Inc.	Notes			114,000.00
June 13, 1962	14,995	Mark Twain Rural Telephone Company	Notes			183,000.00
June 13, 1962	14,998	Ellington Telephone Company	Notes			30,000.00
June 20, 1962	15,013	Missouri Power & Light Company	Bonds		<u>4,000,000.00</u>	<u>6,000,000.00</u>
			TOTAL		<u>\$ 4,000,000.00</u>	<u>\$176,048,359.65</u>

#### RECAPITULATION

Common Stock	\$	110,579,284.74
Bonds		58,985,000.00
Notes		<u>6,484,074.91</u>
TOTAL	\$	<u>176,048,359.65</u>

### Annual Reports

Approximately 1,176 electric, water, heating, gas, telephone, telegraph, street transit, railroad, sleeping car, express and bus and truck companies filed annual reports with the Commission. These reports show each reporting utility's financial condition and operating results for the calendar year 1961. They are available for public inspection, and information contained in them is used extensively by security holders, investment brokers, municipal and county officials, interested public utilities and individuals.

The Department uses these reports in developing rates of return and earnings of the various companies. From time to time, statistical studies pertaining to various matters under review are also developed for the use of the Commission.

Many times in the past various small utilities have been remiss in filing their annual reports and the Department has been compelled, by various means, to procure them. In spite of these efforts, there are always some from which the Department receives no report. For the calendar year, the Department's persuasive efforts culminated in the filing of reports by practically all utilities so obligated. While the Public Service Commission Law grants power to assess a penalty for failure to file, the Commission has never exercised this prerogative, preferring instead, by less severe methods, to impress upon all utilities the importance of compliance.



## Assessments

The Department advises the Commission periodically as to the status of each appropriation under which it operates. Current records are maintained in the Department, regarding the expenditures under the various appropriations and showing the free balance in each fund. All proposed expenditures are referred to the Department to determine if money is available for such an expenditure within the particular appropriation.

In accordance with the provisions of Section 386.370, Missouri Revised Statutes 1949, the Commission on June 21, 1962, entered its Order in Case No. 11,110, Supplemental Order No. 15, in which it estimated the amount of its expenses for the 1962-63 fiscal year, payable under this Section, at \$397,881.69.

After crediting the various utilities with the estimated unexpended balance of \$37,881.69 from the preceding fiscal year, the Commission assessed each group, in addition to said estimated unexpended sum, as follows:

(a) Railroad Corporations . . . . .	\$ 68,472.00
(b) Street Railroad Corporations . . . . .	23,400.00
(c) Other Common Carriers (Railway Express Company). . . . .	4,788.00
(d) Electric Corporations, Gas Corporations, Water Corporations, Heating Companies and Telephone Corporations . . . . .	261,252.00
(e) Telegraph Corporations . . . . .	2,088.00
Total	<hr/> \$360,000.00

The Department, in the same Order, was directed to calculate the amount of assessment against each public utility in each group, in proportion to its gross intrastate revenues, for the preceding calendar year in relationship to the total for the group. The assessment so calculated was presented to the Secretary of the Commission, who thereafter notified each utility of the amount assessed and the method by which payment should be made.

#### Fees

During the fiscal year the fees collected, exclusive of the Bus and Truck Department, were as follows:

Authority Fees	\$32,032.50
Miscellaneous Earnings	<u>10,603.09</u>
Total	\$42,635.59

The fees amounting to \$42,635.59 collected during the current fiscal year compare with \$58,882.25 collected in the preceding fiscal year. All authority fees and miscellaneous earnings collected revert directly to the State General Revenue Fund and are not subject to appropriation or expenditure by the Commission.

#### Cooperation With Other Regulatory Commissions

During the fiscal year, cooperation was maintained with the Federal Power Commission, in connection with joint problems relative to various Missouri electric and gas utilities; with the Federal Communications Commission in connection with joint problems relative to Missouri telephone and telegraph companies; and with the Securities and Exchange Commission and the Rural

Electrification Administration in matters of mutual interest. The Department, when called upon, has furnished information, engaged in conferences, and cooperated with personnel of the Rural Telephone Association in connection with applications for government loans for rural telephone companies.

#### General

In addition to previously outlined functions, the Department is constantly called upon for assistance and information by those regulated, as well as the general public, and, when not in conflict with Commission policy, such assistance and information is furnished. The Department works in close cooperation with other departments within the Commission, and many of the results achieved have been the result of cooperation and assistance from these other departments.

The Department is faced with ever-increasing demands for the service of its personnel. Because of increased operating costs, various utilities frequently petition the Commission for authority to file schedules of increased rates, which usually necessitates field work by Department accountants. Usually in these cases the petitioner stresses the urgency of the situation and requests immediate remedial action. The Department will, considering its limited personnel, continue to make the necessary studies and examinations as rapidly as physically possible.

GROSS INTRASTATE REVENUES FOR 1961  
OF EACH PUBLIC UTILITY OPERATING IN MISSOURI FOR  
FISCAL YEAR BEGINNING JULY 1, 1962  
PURSUANT TO SECTION 386.370, MISSOURI REVISED STATUTES, 1959

<u>UTILITY</u>	<u>INTRASTATE REVENUE</u>
<u>(a) RAILROAD CORPORATIONS</u>	
Atchison, Topeka & Santa Fe Ry. Co. 80 East Jackson Blvd. Chicago 4, Illinois	\$ 240,650.59
Bevier & Southern Railroad Company Bevier, Missouri	257,553.70
Chicago, Burlington & Quincy R. R. Co. 547 West Jackson Blvd. Chicago 6, Illinois	4,501,216.00
Chicago Great Western Railway Co. Oelwein, Iowa	238,447.00
Chicago, Milwaukee, St. Paul & Pacific Railway Co. 516 West Jackson Blvd. Chicago 6, Illinois	109,157.00
Chicago, Rock Island & Pacific Ry. Co. 139 West Van Buren Street Chicago 5, Illinois	495,548.00
Gulf, Mobile & Ohio R. R. Co. 104 St. Francis Street Mobile 5, Alabama	387,506.91
Hannibal Connecting R. R. Co. 1517 Frick Building Pittsburgh 30, Pennsylvania	76,410.03
Illinois Terminal R. R. Co. 710 North 12th. Blvd. St. Louis 1, Missouri	10,056.42
Kansas City Southern Ry. Co. 114 West 11th. Street Kansas City 5, Missouri	601,291.00

Kansas City Terminal Ry. Co. 214 Union Station Kansas City 8, Missouri	664,241.84
Manufacturers Ry. Co. of St. Louis 2927 South Broadway St. Louis 18, Missouri	157,257.72
Missouri-Illinois Bridge and Belt R. R. Co. 547 West Jackson Blvd. Chicago 6, Illinois	31.44
Missouri-Illinois R. R. Co. 210 North 13th. Street St. Louis 3, Missouri	573,929.91
Missouri-Kansas-Texas R. R. Co. 104 East Main Street Denison, Texas	1,002,126.20
Missouri Pacific R. R. Co. 210 North 13th. Street St. Louis 3, Missouri	6,895,730.10
The Pullman Company Merchandise Mart Plaza Chicago 54, Illinois	70,044.43
St. Joseph Belt Ry. Co. 401 South Third Street St. Joseph 5, Missouri	24,008.23
St. Joseph Terminal R. R. Co. 1416 Dodge Street Omaha 2, Nebraska	2,247.75
St. Louis-San Francisco R. R. Co. Frisco Bldg., 906 Olive Street St. Louis 1, Missouri	1,475,373.94
St. Louis Southwestern Ry. Co. 1517 West Front Street Tyler, Texas	192,889.00
Terminal Railroad Association of St. Louis 310 Union Station St. Louis 3, Missouri	954,956.43

Union Terminal Railway Co.  
St. Joseph 5, Missouri

27,909.58

Wabash Railroad Company  
Railway Exchange Building  
St. Louis 1, Missouri

1,552,428.89

Total Railroad Corporations

\$20,511,012.11

UTILITY

(b) STREET RAILROAD CORPORATIONS

New Kansas City Transit, Inc.  
1627 Main Street  
Kansas City 8, Missouri

\$ 6,829,348.96

St. Joseph Light & Power Company  
520 Francis Street  
St. Joseph 2, Missouri

486,982.00

St. Louis Public Service Co.  
3869 Park Avenue  
St. Louis, Missouri

20,090,902.68

Total Street Railroad Corporations

\$27,407,233.64

UTILITY

(c) OTHER COMMON CARRIERS

Railway Express Agency, Inc.  
612 South Clinton Street  
Chicago 7, Illinois

\$676,122.74

Total Other Common Carriers

\$676,122.74

UTILITYINTRASTATE  
REVENUE

(d) ELECTRICAL CORPORATIONS, GAS  
CORPORATIONS, WATER CORPORATIONS,  
HEATING COMPANIES AND TELEPHONE  
CORPORATIONS

American Gas Company  
626 Locust Street  
Carter Lake, Iowa

\$ 133,021.00

Arkansas-Missouri Power Company  
104 South 5th. Street  
Blytheville, Arkansas

4,823,802.13

Associated Natural Gas Company  
104 South 5th. Street  
Blytheville, Arkansas

2,513,032.06

Bowling Green Gas Company  
Bowling Green, Missouri

149,749.53

Capital City Water Company  
315 Madison Street  
Jefferson City, Missouri

339,550.20

Carl Junction Gas Company  
Box 1391  
Bartlesville, Oklahoma

46,068.51

Cedar Hill Water Co., Inc.  
Cedar Hill, Missouri

6,508.10

Citizens Electric Corporation  
150 Merchant Street  
Ste. Genevieve, Missouri

1,843,759.75

Citizens Gas Co. of Hannibal  
515 Broadway Street  
Hannibal, Missouri

1,038,390.06

Consumers Public Service Co.  
301½ North Main Street  
Brookfield, Missouri

443,245.81

Empire District Electric Company 6th & Joplin Streets Joplin, Missouri	11,915,536.60
The Gas Service Company 700 Scaritt Building Kansas City, Missouri	45,426,498.38
Gideon-Anderson Lumber Company Gideon, Missouri	107,623.12
Glenwood Light & Power Company Glenwood, Missouri	5,940.10
Joplin Water Works Company % American Water Works Service Co., Inc. 14½ North 10th. Street Richmond, Indiana	739,998.79
Kansas City Power & Light Company 1330 Baltimore Avenue Kansas City 41, Missouri	56,948,860.62
The Laclede Gas Company 1017 Olive Street St. Louis, Missouri	66,983,273.00
Lakeside Water Company R.F.D. 3, Box 1036 Springfield, Missouri	2,823.12
Lakeview Water Company 1027 Gulf Street Lamar, Missouri	962.12
Lead Belt Water Company Bonne Terre, Missouri	149,511.68
Mark Twain Utility Co., Inc. Route 4 St. Charles, Missouri	10,665.95
Missouri Cities Water Company 206 South Jefferson Street Mexico, Missouri	685,231.51



Missouri Edison Company Louisiana, Missouri	3,132,157.00
Missouri Natural Gas Company 111 South Washington Farmington, Missouri	3,879,682.95
Missouri Power & Light Company 106 West High Street Jefferson City, Missouri	18,069,951.00
Missouri Public Service Company 10700 East 50 Highway Kansas City 33, Missouri	18,863,839.14
Missouri Utilities Company 400 Broadway Cape Girardeau, Missouri	9,807,394.02
Missouri Water Company 8390 Delmar Blvd. University City 24, Missouri	1,518,581.72
Missouri Western Gas Company Butler, Missouri	341,873.54
Noel Water Company, Inc. Noel, Missouri	37,810.00
The Ozark Water Company, Inc., Knobnoster, Missouri	30,362.41
Park Crest Development Company 612 Westview Drive Springfield, Missouri	5,656.64
Parkview Water Company Springfield 2, Missouri	3,163.64
Pevely Water Company Pevely, Missouri	8,196.25
Polo Gas Service, Inc. Polo, Missouri	4,862.38 *
Raytown Water Company 9820 East 63rd. Street Raytown, Missouri	253,348.99

Rich Hill & Hume Gas Company Prescott, Kansas	62,982.12
Rockaway Beach Water Company Rockaway Beach, Missouri	15,566.46
Russellville Water Company Russellville, Missouri	6,072.48
St. Charles Gas Corporation 212 North Main Street St. Charles, Missouri	610,439.28
St. Joseph Light & Power Company 520 Francis Street St. Joseph, Missouri	10,271,624.00
St. Joseph Water Company % American Water Works Service Company, Inc. 14½ North 10th. Street Richmond, Indiana	1,275,049.62
St. Louis County Water Company 8390 Delmar Blvd. University City 24, Missouri	8,123,695.82
Sho-Me Power Corporation Marshfield, Missouri	3,552,626.12
Suburban Gas Company of House Springs, Missouri 1200 South Kirkwood Road Kirkwood 22, Missouri	2,553.86
Suburban Gas Company of Kirkwood 1200 South Kirkwood Road Kirkwood 22, Missouri	6,417.76 *
Suburban Gas Company of O'Fallon 1200 South Kirkwood Road Kirkwood 22, Missouri	36,366.97
Union Electric Company 315 North 12th. Blvd. St. Louis 66, Missouri	117,727,477.00
Vernon County Gas Company 6130 Rockhill Road Kansas City 10, Missouri	245.44

Warsen Hills Water Company Route 1, Box 151 Creve Coeur, Missouri	618.94
West Belton Service Co., Inc. 506 Commerce Building Kansas City, Missouri	3,652.21
Western Missouri Gas Company 208 W. Madison St., P. O. Box 447 Iola, Kansas	152,443.47
Willard Water Company 705 Woodruff Building Springfield, Missouri	2,036.10
A & M Telephone Company 208 Mt. Vernon Street Springfield Missouri	332,656.24 *
Alma Telephone Company Alma, Missouri	14,751.89
Amoret Telephone Company Amoret, Missouri	5,589.50 *
Avalon Telephone Company Avalon, Missouri	2,600.00 *
B & M Telephone Company St. James, Missouri	10,724.49
Bolivar Telephone Company Bolivar, Missouri	178,310.26
Bourbeuse Telephone Company 48 West Euclid Sullivan, Missouri	25,166.09 *
Bourbon Telephone Company, Inc. Bourbon, Missouri	44,519.53 *
Buffalo Telephone Company Buffalo, Missouri	105,407.00 *

Capital City Telephone Company 319 Madison Street Jefferson City, Missouri	1,130,936.37
Carter County Telephone Company Van Buren, Missouri	35,304.98 *
Chariton Valley Telephone Corporation Bucklin, Missouri	333,902.71 *
Citizens Telephone Company Higginsville, Missouri	170,945.47
Conception Junction Telephone Co. Conception Junction, Missouri	11,997.45 *
Concordia Telephone Company 713 Main Street Concordia, Missouri	69,796.21
Consolidated Telephone Company Skidmore, Missouri	15,500.00 *
Conway-Niangua Telephone Co. 607 North Pine Street Marshfield, Missouri	60,331.37
Doniphan Telephone Company Doniphan, Missouri	151,587.98
Drexel Telephone Company Box 377 Drexel, Missouri	23,284.35
The Eastern Missouri Telephone Co. Bowling Green, Missouri	93,275.00
Ellington Telephone Company Ellington, Missouri	26,091.70 *
F & M Telephone Company Farber, Missouri	12,830.90 *
Farmers Mutual Telephone Company Clarinda, Iowa	2,437.44

Fidelity Telephone Corporation Sullivan, Missouri	349,632.80 *
Fordland Telephone Exchange Fordland, Missouri	15,761.60
Gem Telephone Company LaPlata, Missouri	91,659.66 *
General Telephone Company of Missouri 15 South Seventh Street Columbia, Missouri	3,137,404.00
Goodman Telephone Company, Inc. Goodman, Missouri	35,988.06
Gorin Telephone Exchange Gorin, Missouri	4,952.99
Granby Telephone Company Granby, Missouri	63,009.54 *
Grand River Mutual Telephone Corporation Princeton, Missouri	689,351.12
Greenfield Telephone Company Greenfield, Missouri	36,605.80 *
Green Hills Telephone Corporatipn Breckenridge, Missouri	114,090.42 *
Greentop Telephone Exchange Greentop, Missouri	3,600.00 *
Hartville Telephone Company Box 15 Hartville, Missouri	39,961.79 *
Indian Grove Telephone Company Clifton Hill, Missouri	4,000.00 *
The Inter-County Telephone Co. Gallatin, Missouri	289,666.60
Iowa-Illinois Telephone Company New London, Iowa	5,407.87

Jamestown Telephone Exchange Jamestown, Missouri	8,845.80 *
Kingdom Telephone Company Auxvasse, Missouri	84,809.41
Klem Telephone Company 6619 Clayton Road Clayton 17, Missouri	52,505.78
K.L.M. Telephone Company Rich Hill, Missouri	50,000.00 *
Koshkonong Telephone Company Koshkonong, Missouri	6,305.29
LaBelle Telephone Company LaBelle, Missouri	41,619.46 *
Lanagan Telephone Company Lanagan, Missouri	8,434.07
Leewood Telephone Company, Inc., McDaniel Building, Room 300 Springfield, Missouri	65,025.90 *
Liberal Telephone Company Liberal, Missouri	35,236.50
Lincoln Telephone Corporation Wentzville, Missouri	514,164.51
Luray Telephone Exchange, Inc. Luray, Missouri	4,338.17
McDonald County Telephone Company Box C Anderson, Missouri	57,263.32
Madison Telephone Company Madison, Missouri	42,092.63 *
Mark Twain Rural Telephone Company Bethel, Missouri	151,178.36
Meramec Telephone Company St. James, Missouri	245,627.38

Mid-Missouri Telephone Company Gilliam, Missouri	141,724.97 *
Miami Telephone Company, Inc. Miami, Missouri	5,982.42 *
Milan Telephone Company Milan, Missouri	87,058.54
Miller Telephone Company Miller, Missouri	33,864.34
Missouri Union Telephone Company Rich Hill, Missouri	12,000.00 *
Modern Telephone Company, Inc. 220 West Walnut Street Springfield, Missouri	164,081.58 *
Myrtle Telephone Company Myrtle, Missouri	8,000.00
New Florence Telephone Company New Florence, Missouri	8,856.21 *
New London Telephone Exchange New London, Missouri	34,719.59
Noel Telephone Company, Inc. Box 95 Noel, Missouri	37,053.40
Nodaway Valley Telephone Company Maitland, Missouri	16,000.00 *
Northeast Missouri Rural Telephone Co. Green City, Missouri	153,754.00
North Missouri Telephone Company Lathrop, Missouri	21,313.39 *
Northwest Nodaway Telephone Corporation Burlington Junction, Missouri	7,898.10
Orchard Farm Telephone Company St. Charles, Missouri R.R. 3	24,840.51

Oregon Farmers Mutual Telephone Co. Oregon, Missouri	69,777.95 *
Osage City Telephone Company Osage City, Missouri	641.28
Pea Ridge Telephone Company Pea Ridge, Arkansas	20,763.00
Peculiar Telephone Company Peculiar, Missouri	29,384.32 *
Pleasanton Telephone Company Pleasanton, Kansas	21,646.79
Potosi Telephone Company Potosi, Missouri	99,877.12 *
Purcell Telephone Company Purcell, Missouri	13,595.26 *
The Purdy Telephone Company Purdy, Missouri	83,122.67
Reeds Spring Telephone Company Reeds Spring, Missouri	17,280.00 *
Seneca Telephone Company Seneca, Missouri	69,722.84 *
Sheldon Telephone Co., Inc. ElDorado Springs, Missouri	19,780.34
South Missouri Telephone Company Box 225 Steelville, Missouri	419,120.20
Southwestern Bell Telephone Company 1010 Pine Street St. Louis, Missouri	146,085,934.00
Southwest Dial, Inc. Gardner, Kansas	220,939.65
Southwest City Telephone Company Southwest City, Missouri	20,646.78



Stark City & Stella Telephone Co. Stark City, Missouri	26,810.43
Steelville Telephone Exchange, Inc. Steelville, Missouri	85,588.56
Stover Telephone Company Stover, Missouri	37,979.49 *
Swan Lake Telephone Company Mendon, Missouri	28,573.65
Triangle Telephone Company Dixon, Missouri	144,230.75 *
Twin Lakes Telephone Company Branson, Missouri	342,347.25 *
The United Telephone Company 304 No. Cedar Street Abilene, Kansas	4,876,421.57
Urbana Telephone Company Urbana, Missouri	122,173.69 *
Vandalia Telephone Company Vandalia, Missouri	102,389.76
Verona Telephone Co., Inc. Verona, Missouri	38,421.22
Waco Telephone Corporation P. O. Box 204 Girard, Kansas	16,231.19
Watson Telephone Company Watson, Missouri	2,947.81 *
Webster County Telephone Company Marshfield, Missouri	114,443.91 *
Wentworth Telephone Company Box 498 Gardner, Kansas	4,081.09
Western Dial, Inc. ElDorado Springs, Missouri	158,376.39

West Lawn Telephone Company  
Leeton, Missouri

14,892.54

Western Light & Telephone Co., Inc.  
709 Second Avenue  
Dodge City, Kansas

1,380,833.34

West Missouri Telephone Company  
Amsterdam, Missouri

10,739.41

Wheeling Telephone Company  
Wheeling, Missouri

2,776.09

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Total Electrical Corporations,  
Gas Corporations, Water Corpor-  
ations, Heating Companies and  
Telephone Corporations

\$556,686,922.62

\* Estimated

#### UTILITY

##### (e) TELEGRAPH CORPORATIONS

The Western Union Telegraph Company  
60 Hudson Street  
New York 13, New York

\$826,597.00

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Total Telegraph Corporations

\$826,597.00

## BUS AND TRUCK DEPARTMENT

### Office Personnel

The Bus and Truck Department has been in existence since 1931 and on June 30, 1962, consisted of a Supervisor, assistant supervisor and chief inspector, eight district inspectors, a chief licensing clerk, five clerks, and a stenographer.

### General

The Department continues to answer inquiries from and give information to the shipping public generally and all motor carriers whether or not they are certificated by the Commission.

The office staff is on a current basis on correspondence, questionnaires, application for annual licenses, filing of insurance coverage for each authorized carrier, complaints on illegal operations, service damage, and other irregularities; complaints on exempt commodity carriers for excessive use of authority and other evasive, and illegal, motor transportation practices.

The inspection division made numerous investigations of suspected law violations and also investigated information provided on the 215R forms of the Missouri State Highway Patrol. Many carriers thereafter made applications to the Commission for certificate of convenience and necessity proper to their activity. This was particularly true of livestock and exempt commodity carriers of the Interstate Commerce Commission.

The inspection division and the service inspector of the Rate Department participated in all road checks, "safety clinics," and local city examinations. For the benefit of all motor carriers, whether of property or persons, the Commission provides in pamphlet form a copy of the Missouri Bus and Truck Law and its General Order No. 33-D which canceled a prior order and became effective March 5, 1962. An intelligent understanding of its contents is encouraged. Many changes were made in the General Order so that most regulations are now, where permitted by law, more nearly consistent with those of other states.

#### Accident Prevention and Regulations

Accident prevention on the highways of Missouri is, obviously, a necessary and paramount objective of the inspection division and the Department's methods used in attaining that objective are more often advisory and preventive than punitive. A strict compliance with all safety rules of the Commission is a positive requirement of all motor carriers, coming under its jurisdiction, and to that end they are under constant surveillance and supervision.

Certain safety demands are made upon both the operators and their equipment and, together with the Bureau of Motor Carriers of the Interstate Commerce Commission, the Department engages itself in safety checks of all vehicles operating, for hire, on Missouri Highways, and not exempt from the provisions of the Bus and Truck Law. Many tractors and trucks are banned from service due to a

deficiency in, or failure of, steering mechanisms, lighting systems, tires, horns, windshield wipers, coupling devices, brakes, and other accessories determined, at the time of inspection, to be in unsafe condition. The Department has found that braking system maladjustments are by far the most common.

About five years ago the Missouri Bus and Truck Association instituted, in conjunction with the Bureau of Motor Carriers of the Interstate Commerce Commission, a program of "safety clinics". They have been of inestimable value to all Association members and very helpful to all state and federal agencies concerned with motor carrier control. The inspectors of this Department regularly attend, and participate in, such programs and at all times give an explanation of the safety rules of the Commission. They demonstrate the most proficient type of fire extinguishers, flares, flags, fuses, and reflectors needed by a motor carrier in the case of an emergency, and of course also offer a thorough explanation of any rules or regulation thought to be of interest to the carriers or about which they inquire. This program is participated in, and profited from, by both large and small operators alike.

The Department has been able to attain a substantial portion of its objectives only through the cooperation of other departments of the Commission, the Missouri State Highway Patrol, the Missouri State Highway Commission, the Department of Revenue, the Interstate Commerce Commission and city and county officers, in many parts of

the state. To them the Department is indebted.

#### Revenue

Revenue continues to decline, at least partially, as a result of increased rail transportation of automobiles, "piggy back" operations, and the extension of reciprocity agreements.

#### Interstate Activities

We have given to and received from neighboring states, to the advantage of all, cooperation in the exchange of facts and the interchange of ideas and information.

The Supervisor is active in the National Association of State Transportation Specialists and at that body's most recent convention a further extension, destined toward the maximum, of cooperation, among states was urged. It was also suggested that it would be beneficial to the regulatory authorities the public generally and the carriers in particular, if each state should enact uniform sections in its motor carrier regulatory act, particularly with regard to definitions, powers of arrest, and the registration of interstate carriers.

The following tabulation shows the amount of revenue collected from all motor carriers under the jurisdiction of this Commission, from July 1, 1961, to June 30, 1962:

July, 1961	\$ 8,268.00	\$ 475.00	\$ 8,743.00
August, 1961	10,118.00	501.00	10,619.00
September, 1961	7,742.00	450.00	8,192.00
October, 1961	5,095.00	300.00	5,395.00
November, 1961	3,341.00	26.00	3,367.00
December, 1961	2,482.00	400.00	2,882.00
January, 1962	321,400.00	26,675.00	348,075.00
February, 1962	28,331.00	2,850.00	31,181.00
March, 1962	15,584.00	275.00	15,859.00
April, 1962	16,656.00	1,001.00	17,657.00
May, 1962	13,364.00	625.00	13,989.00
June, 1962	15,658.00	1,775.00	17,433.00
TOTALS	<u>\$448,039.00</u>	<u>\$35,353.00</u>	<u>\$483,392.00</u>

The following table shows the work load by month for new Bus and Truck cases filed, orders issued, motions filed, cases set for hearing, cases heard and transcripts filed:

	<u>NEW CASES</u>	<u>ORDERS ISSUED</u>	<u>MOTIONS FILED</u>	<u>CASES SET FOR HEARING</u>	<u>CASES HEARD</u>	<u>TRANSCRIPTS FILED</u>	<u>TOTALS</u>
July, 1961	82	161	19	1	7	1	271
August, 1961	80	145	14	5	-	1	245
September, 1961	64	121	21	31	7	1	245
October, 1961	93	166	15	7	23	6	310
November, 1961	65	129	21	11	3	9	238
December, 1961	67	133	29	7	4	1	241
January, 1962	100	184	37	33	4	9	367
February, 1962	89	155	25	5	21	1	296
March, 1962	109	191	24	27	10	6	367
April, 1962	132	177	40	11	22	6	388
May, 1962	94	153	18	26	17	5	313
June, 1962	<u>105</u>	<u>184</u>	<u>34</u>	<u>34</u>	<u>12</u>	<u>12</u>	<u>381</u>
GRAND TOTALS	1,080	1,899	297	198	130	58	3,662



## ENGINEERING DEPARTMENT

### General

Problems coming before the Commission in connection with the regulation of electric, gas, steam heating, telegraph, telephone, and water utilities in the State of Missouri require the attention of the Engineering Department. The work of this department requires the employment of trained and experienced men in order to expedite the work. As has been indicated in former reports the problem of finding and employing this class of men continues to become more difficult to solve. Recent graduates in Engineering have been employed and after they enter into the work, offers come to them that cause them to leave. Some have been called into the Armed Services and during that absence find employment elsewhere. Trained engineers are almost unobtainable at present day salaries. A number of years of training are required for new college graduates before such employees are able to handle valuation problems, including original cost and depreciation studies. It also requires several years of training for an inexperienced employee to be able to handle the various rate problems that come before the Commission. It is almost impossible to secure men who are willing to go through this training period while the engineering field outside of regulatory work offers them opportunities in immediate engineering work.

The staff in this Department has the assignment of receiving and filing tariffs of the electric, gas, steam heating, telegraph,

telephone, and water utilities. The engineering staff make original cost appraisals and related studies of the tangible and intangible plant of the regulated utilities. It also makes investigations relative to complaints coming before the Commission and inquiries concerning service and safety problems.

### Electric Rates and Service

The electric utilities in the State continue to grow at what appears to be an accelerating rate and it is not possible, at this time, to foresee how long that acceleration may continue.

Following the year 1921, electric rates in Missouri have continued to decline until about the middle of the year 1958. Since the beginning of World War 1 the need for additional generating and transmission capacity has grown so rapidly the utilities have been under continuous stress to provide the capacity to take care of the needs of the public for the service. They have done so in a remarkable way and by the construction of new generating facilities they have had the advantage of having available generating stations that enable them to produce electric energy at a lower fuel cost per kilowatt hour than the older stations. Furthermore, as their systems would grow, utilities have been able to operate the new generating plants near or if not 100% full capacity, thereby generating the base load of the system at high thermal efficiencies.

However, other costs such as investment cost and wages have continually increased to the point that the savings in reduced fuel

usage per kilowatt hour have been insufficient to offset the other increasing costs of producing the energy and bringing it to the customers so the electric utilities have finally had to come to the Commission during this period as well as the past 1958-1961 period and ask for increases in rates in order to enable them to show earnings that would allow them to secure funds for providing new plant facilities. In addition to the generating facilities it has been necessary to build heavier transmission and distribution systems at higher voltages in order to deliver the service satisfactorily at the customer's premises. The program of integrating the electric transmission systems of the State has continued, thereby stabilizing the delivery of service throughout the entire State.

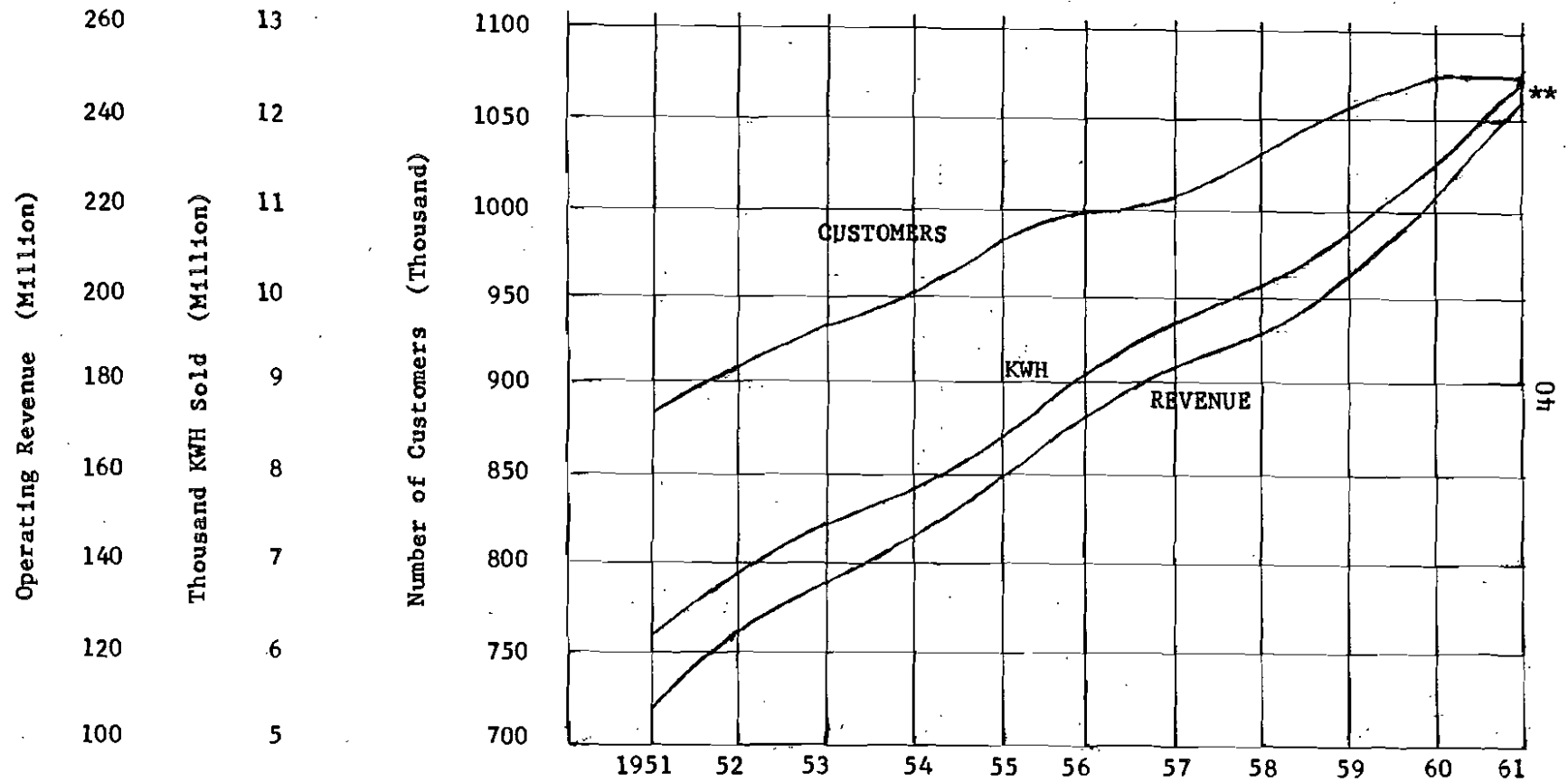
While rate increases for the electric utilities have been granted, the percentage increase has not been as great as was necessary to allow other utilities.

The growth in the regulated electric utilities in Missouri during the period 1951 to 1961, inclusive, is indicated by the chart on page 40. That chart does not indicate any slowing up in the growth.

#### Gas

The source of supply for the natural gas consumed in the interstate transmission line companies with lines extending from natural gas fields located in states to the south and to the west of Missouri,

# ELECTRIC UTILITIES\*



\* Missouri PSC regulated

\*\* December 31, 1961

through Missouri and into other states in the northeastern part of the United States. Securing additional natural gas from the transmission line companies is under the jurisdiction of the Federal Power Commission and the problems of securing sufficient allocations of natural gas to meet the peak demand of the consuming public of Missouri are still unsolved.

The need for additional gas for space heating in new residences continues as well as the demand for additional gas in residences where other types of fuel are now being used. The availability of sufficient gas to meet the demand of the consuming public has improved to some extent. Some utilities have found that the installation of auxiliary liquified petroleum gas plants were necessary and have been provided in order to supply service to their firm customers during extreme cold weather.

The use of auxiliary liquified petroleum gas for supplementing the natural gas in the distribution systems creates additional rate problems which are in addition to increases that are allowed from time to time by the Federal Power Commission to the interstate pipeline companies who supply the natural gas to the distributing utilities. In order to justify the installation and use of auxiliary liquified petroleum gas plant to enable as many customers, particularly residence space heating consumers, to avail themselves as much as possible of the use of the natural gas, there has been some discussion as to the feasibility of allowing the gas

utilities to file a supplementary fuel clause that would be reflected in the charges for space heating when it becomes necessary to use auxiliary (liquified petroleum) gas to supplement the natural gas during the extreme demands for space heating. It has been the practice of electric utilities, for many years, to file and apply a fuel clause to electric energy furnished to large industrial consumers because the rates filed with the Commission are relatively low and sold in large quantities so that there would be a small compensating cost varying with the fluctuating cost of fuel. Similarly gas for space heating is consumed in large quantities and at a justifiable low unit cost. This low unit cost is sensitive to the increased cost of the use of auxiliary liquified petroleum gas. Therefore, if the needs of the public can be cared for by providing a fuel clause which would compensate the gas utility for the cost of liquified petroleum fuel that was used during the heating season, thereby enabling the gas utilities to offer service to an increased number of users, it may be in the interest of the public to give serious consideration to an auxiliary fuel clause.

One company has partially alleviated its gas peak demand problem by successfully establishing an underground storage facility whereby it stores gas during the non heating season for the winter peak load.

From the year 1951 to the year 1961 gas utilities expanded materially. MCF sold increased by 84%. Income from gas sales in-

creased by 131%. Investment in plant physical property increased 137% and the number of consumers increased by 34%. Statistics on the 1951 - 1961 expansion are shown in Table No. E-1. Table No. E-2 provides comparable data for the 1960-1961 period. Pertinent data by year (1951 thru 1961) is contained in graphs on pages 44 and 45.

TABLE NO. E-1  
MISSOURI GAS UTILITIES\*  
1951 - 1961

	1951	1961	% Increase
Investment Dollars	\$109,800,195	\$260,261,145	137
Number of Consumers	597,328	798,055	34
Av. Inc. Dollars per Consumer	184	331	80
Gas Sold - MCF			
Residential	66,781,247	119,533,620	79
Commercial	8,752,883	22,697,204	159
Industrial	37,071,240	64,990,305	75
Total	112,605,370	207,221,129	84
Gas Sold (\$)			
Residential	43,389,191	95,772,333	121
Commercial	5,357,527	15,631,128	192
Industrial	8,134,041	20,237,772	149
Total	56,880,759	131,641,233	131
Av. Rate per MCF Sold (\$)			
Residential	0.650	0.801	23
Commercial	0.612	0.689	13
Industrial	0.219	0.311	42
Total	0.505	0.635	26

\* Does not include Municipal Utilities



TABLE NO. E-2  
MISSOURI GAS UTILITIES\*

	1960 - 1961		%
	1960	1961	Increase
Investment Dollars	\$238,059,959	\$260,261,145	9
Number of Consumers	784,002	798,055	2
Av. Inv. Dollars per Consumer	377	331	(14)
Gas Sold - MCF			
Residential	111,642,170	119,533,620	7
Commercial	20,652,253	22,697,204	10
Industrial	67,423,878	64,990,305	(4)
Total	199,671,301	207,221,129	4
Gas Sold (\$)			
Residential	90,753,915	95,772,333	6
Commercial	15,348,499	15,631,128	2
Industrial	20,470,738	20,237,772	(1)
Total	126,531,152	131,641,233	4
Av. Rate per MCF Sold (\$)			
Residential	0.813	0.801	(1)
Commercial	0.745	0.689	(8)
Industrial	0.304	0.311	2
Total	0.634	0.635	-

\* Does not include Municipal Utilities

( ) Denotes decrease

**NATURAL GAS  
TRANSMISSION COMPANIES**

**DISTRIBUTION COMPANIES**

**ABBREVIATION  
USED**

Cities Service Gas Company	C.S.G.Co.
Commercial Gas Pipe Line Company	C.G.P.L.Co.
Michigan-Wisconsin Pipe Line Company	M-W.P.L.Co.
Mississippi River Fuel Corporation	M.R.F.Corp.
Mississippi River Transmission Corporation	M.R.T.Corp.
Panhandle Eastern Pipe Line Company	P.E.P.L.Co.
Texas-Eastern Transmission Corporation	T-E.T.Corp.
Texas-Illinois Natural Gas Pipe Line Company	T-I.N.G.P.L.Co.
Western Missouri Gas Company	W.M.G.Co.

## COMMUNITIES SERVED BY GAS DISTRIBUTION SYSTEMS

### American Gas Company (M.W.P.L.Co.)

Fairfax  
Rockport  
Tarkio

### Arkansas-Missouri Power Company (T.E.T. Corp.)

Campbell	Holland
Caruthersville	Portageville
Hayti	Steele

### Associated Natural Gas Company (T.E.T. Corp. & T-I.N.G.P.L.Co.)

Benton	Holcomb	Morehouse
Chaffee	Jackson	Morley
Charleston	Kennett	New Madrid
Clarkton	Lilbourn	Oran
East Prairie	Malden	Sikeston
Gideon	Matthews	

### Bowling Green Gas Company (P.E.P.L.Co.)

Bowling Green

### Carl Junction Gas Company (C.S.G.Co.)

Carl Junction  
Smithfield

### Citizens Gas Company of Hannibal (P.E.P.L.Co.)

Hannibal

Gas Service Company (C.S.G.Co., P.E.P.L.Co. and W.M.G.Co.)

Air Force Base (Whiteman)	Grain Valley	Nixa
Alba	Grandview	Northmoor
Alma	Harrisonville	Oak Grove
Aurora	Higginsville	Odessa
Avondale	Holden	Ozark
Bates City	Houstonia	Palmyra
Belton	Houston Lake	Parkville
Billings	Independence	Peculiar
Blackburn	Joplin	Pierce City
Blue Springs	Joplin Rural	Platte Woods
Carrollton	Kansas City	Platte County Rural
Carterville	Kansas City No.	Pleasant Hill
Carthage	Kingsville	Raytown
Centerview	Knob Noster	Republic
Clarksburg	Lake Tapawingo	Riverside
Cleveland	Lake Waukomis	Sarcoxié
Concordia	La Monte	Savannah
Corder	Lee's Summit	Seneca
Diamond	Liberty	St. Joseph
Emma	Lone Jack	Sweet Springs
Excelsior Springs	Main Line	Tipton
Fayette	Marionville	Verona
Freeman	Martin City	Warrensburg
Freistatt	Missouri Rural	Waverly
Galloway	Monett	Webb City
Gladstone	Mt. Vernon	Windsor
	Neosho	

Laclede Gas Company (M.R.F.Corp.)

Arbor Terrace	Frontenac	Pagedale
Ballwin	Glendale	Pasadena Hills
Bella Villa	Glen Echo Park	Pasadena Park
Bellefontaine Neighbors	Goodfellow Terrace	Pine Lawn
Bellerive Village	Grantwood	Richmond Heights
Bel-Nor	Greendale	Riverview
Bel Ridge	Hanley Hills	Rock Hill
Berdell Hills	Hazelwood	St. Ann's Village
Berkeley	Hillsdale	St. George's Village
Beverly Hills	Huntleigh	St. Johns
Breckenridge Hills	Jennings	St. Louis
Brentwood	Kinloch	Schuermann Heights
Bridgeton	Kirkwood	Shrewsbury
Bridgeton Terrace	Ladue	Sunset Hills
Calverton Park	Lakeshire	Sycamore Hills
Charlack	Mackenzie	Town and Country
Clayton	Manchester	University City
Cool Valley	Maplewood	Upland Park
Country Club Hills	Margona	Velda Village
Country Life Acres	Malborough	Velda Village Hills
Crestwood	Marvin Terrace	Vinita Park
Creve Coeur	Mary Ridge	Vinita Terrace
Dellwood	Meadowbrook Downs	Warson Woods
Des Peres	Moline Acres	Webster Groves
Edmundson	Normandy	Wellston
Elmdale	Northwoods	Westwood
Fenton	Norwood Court	Wilbur Park
Ferguson	Oakland	Woodson Terrace
Flordell Hills	Olivette	Unincorporated
Florissant	Overland	

Missouri Edison Company (P.E.P.L. Co.)  
Louisiana

Missouri Natural Gas Company (M.R.F. Corp.)

Bonne Terre	Flat River
Crystal City	Fredericktown
De Soto	Hematite
Desloge	Herculaneum
Elvins	Pevely
Esther	Poplar Bluff
Farmington	Rivermines
Festus	Ste. Genevieve

Missouri Power & Light Company (P.E.P.L. Co.)

Boonville	Moberly
Centralia	New Franklin
Farber	New London
Franklin	North Boonville
Hallsville	Sturgeon
Jefferson City	Urbandale
Ladsonia	Vandalia
Martinsburg	Vandiver
Mexico	Wellsville

Missouri Public Service Company (C.S.G.Co. and P.E.P.L. Co.)

Brookfield	Henrietta	Platte City
Brunswick	Keytesville	Richmond
Bucklin	Laclede	Salisbury
Chillicothe	Lexington	Sedalia
Chula	Marceline	Tracy
Clinton	Marshall	Trenton
Deerfield	Meadville	Utica
Glasgow	Nevada	Weston
		Wheeling

Missouri Utilities Company (P.E.P.L.Co. and T.E.T.Corp.)

Advance	Illmo
Bloomfield	Kelso
California	Lutesville
Cape Girardeau	Marble Hill
Columbia	Scott City
Dexter	

Missouri Western Gas Company (P.E.P.L.Co.)

Adrian	Butler
Amoret	Passaic
Archie	Virginia

Polo Gas Service, Inc. (Local wells)

Polo

Rich Hill-Hume Gas Company (C.G.P.L.Co.)

Hume  
Rich Hill

St. Charles Gas Corporation (M.R.T.Corp.)

St. Charles

St. Joseph Light & Power Company (M-W.P.L.Co.)

Maitland  
Maryville  
Mound City

Suburban Gas Company of Kirkwood (Propane)

Forest Knoll (Fenton)  
Montego Hills (St. Louis County)

Suburban Gas Company of O'Fallon (Propane)

Subdivision of Steeplechase - St. Charles County  
Parts of Cities of St. Peters and O'Fallon

Vernon County Gas Company (Local well)

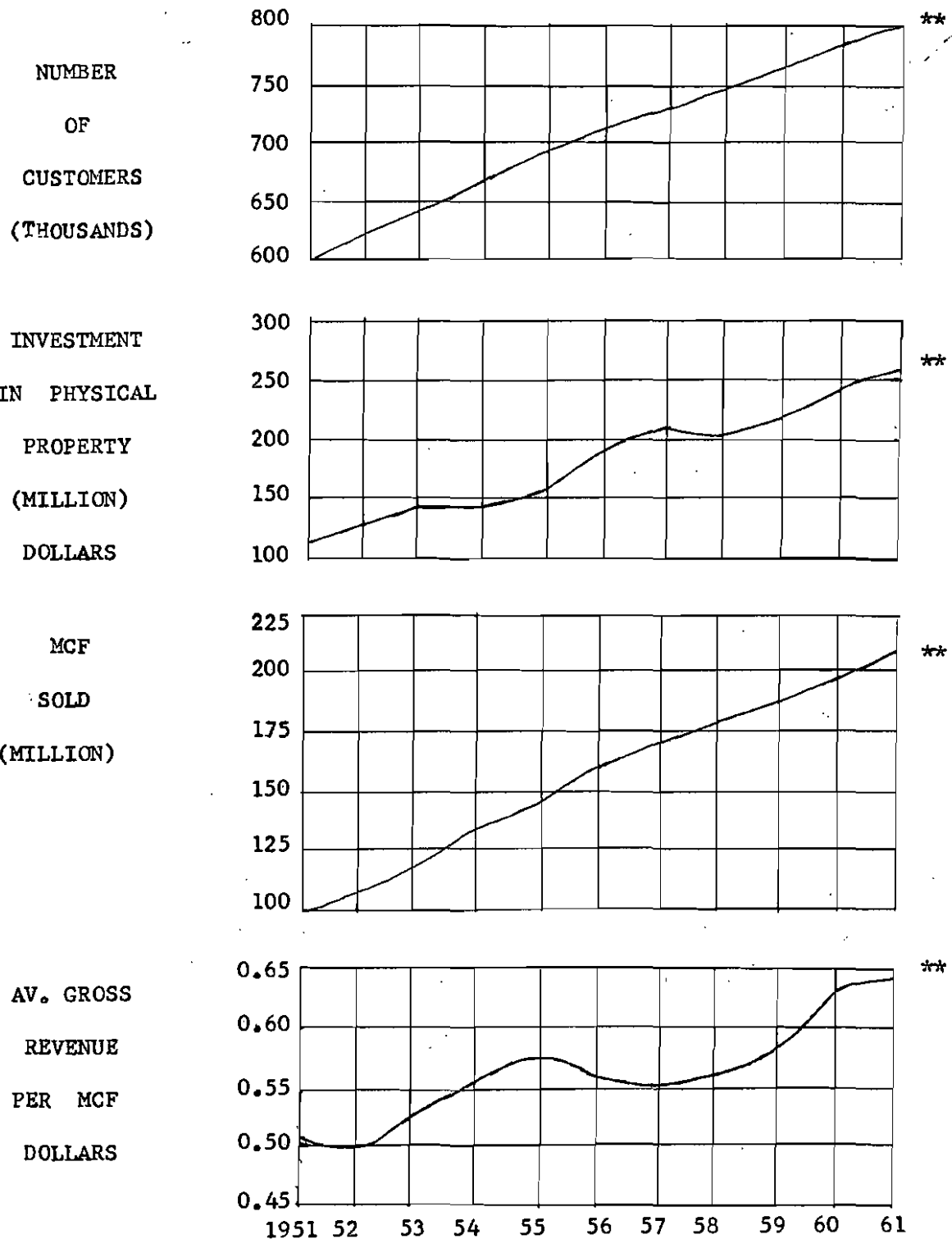
Richards

Western Missouri Gas Company, Inc. (C.S.G.Co.)

Gas Service Company

# MISSOURI GAS UTILITIES\*

## 1951-1961 STATISTICS

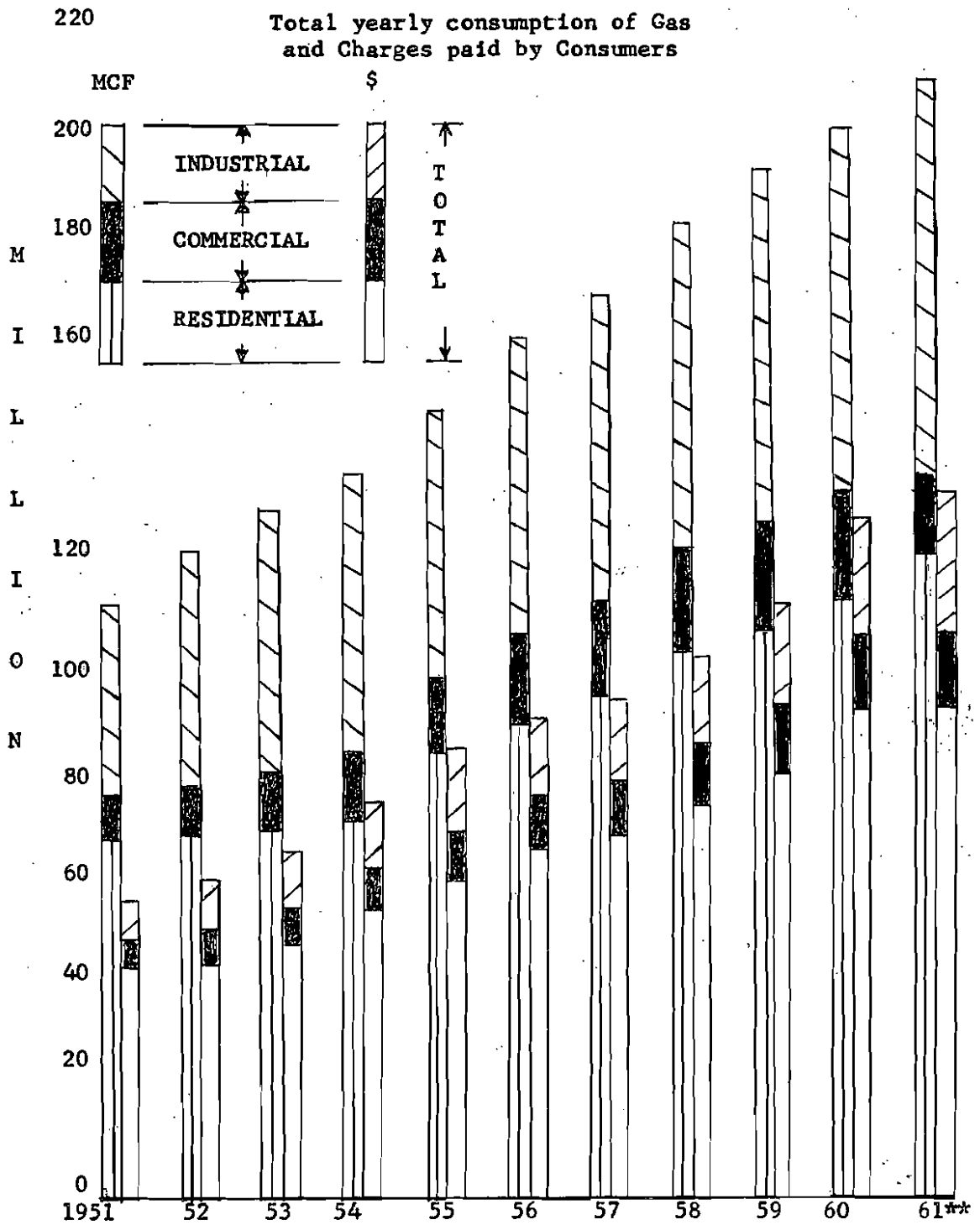


\* Regulated by Missouri PSC

\*\* December 31, 1961



# MISSOURI GAS UTILITIES\*

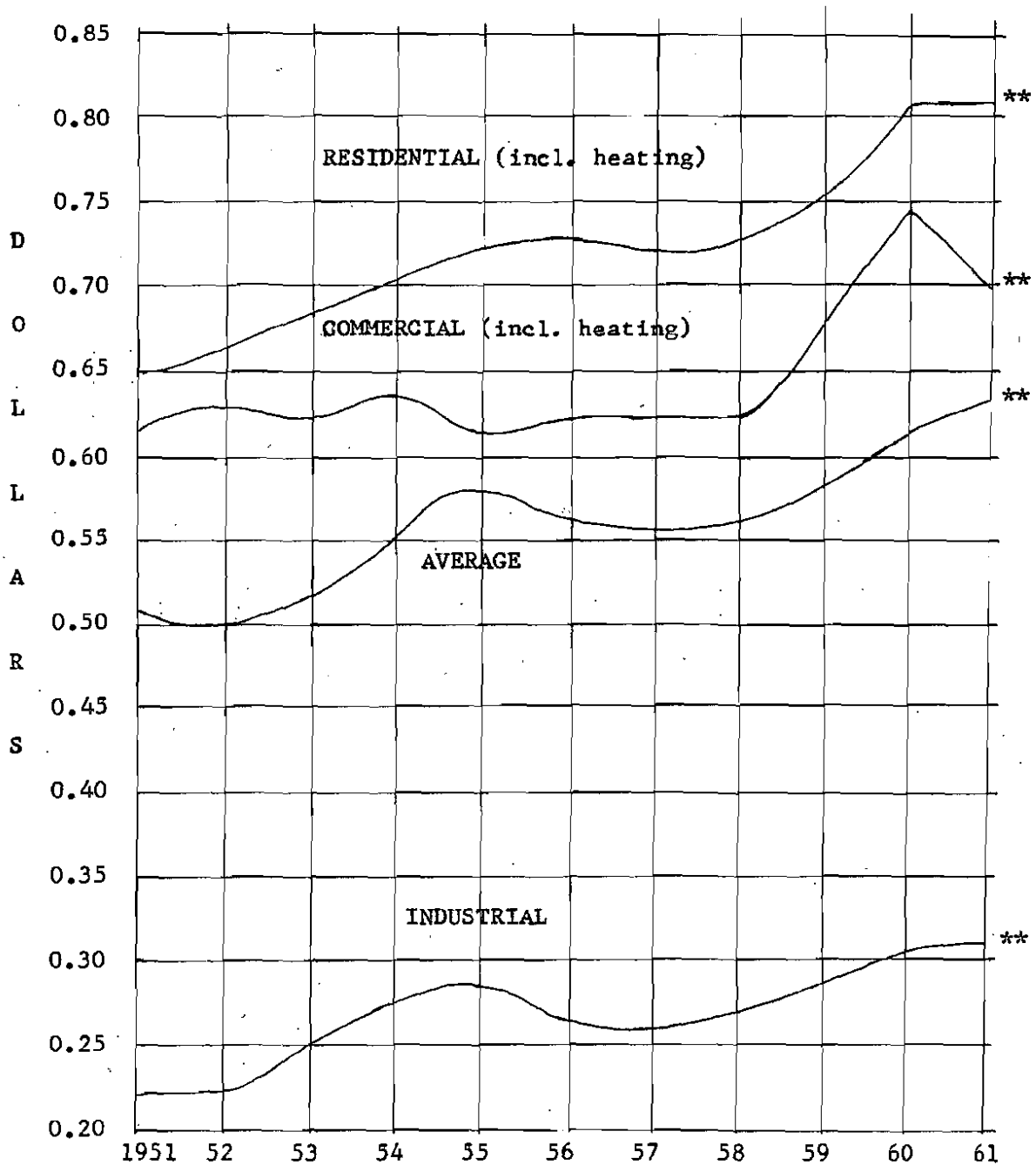


\* Does not include Municipal Utilities

\*\* December 31, 1961

# MISSOURI GAS UTILITIES\*

Average Gross Revenue in Dollars  
per  
MCF for all Companies



\* Regulated by Missouri PSC

\*\* December 31, 1961

## Steam Heat

A few steam heating plants in Missouri continue without much change or expansion. Those systems are used to supply steam for space heating in the heavy business district of our largest cities and since the advent of natural gas throughout the State there is not much to encourage steam heating utilities to attempt to extend their facilities to new areas.

## Telegraph

While the Western Union is one of the oldest, if not the oldest, communication utilities and one that has gone through many changes, it is encouraging to note that that company is offering new classes of service to its customers, largely on an interstate basis. Most of the regulation governing the activities of that company are under the jurisdiction of the Federal Communications Commission but there yet remains many problems involved in intrastate matters.

It has been necessary to allow the railroads to close additional numbers of the smaller railroad stations throughout the State and since the agent of the railroad generally handles telegraphic communications for the public the closing of the railroad stations has made it necessary to close many telegraphic services at those points. It is true also that the Western Union has closed a number of its local offices in various points throughout the larger cities. However, it appears from reports coming to the Commission from or concerning the Western Union that it has been able to offset the

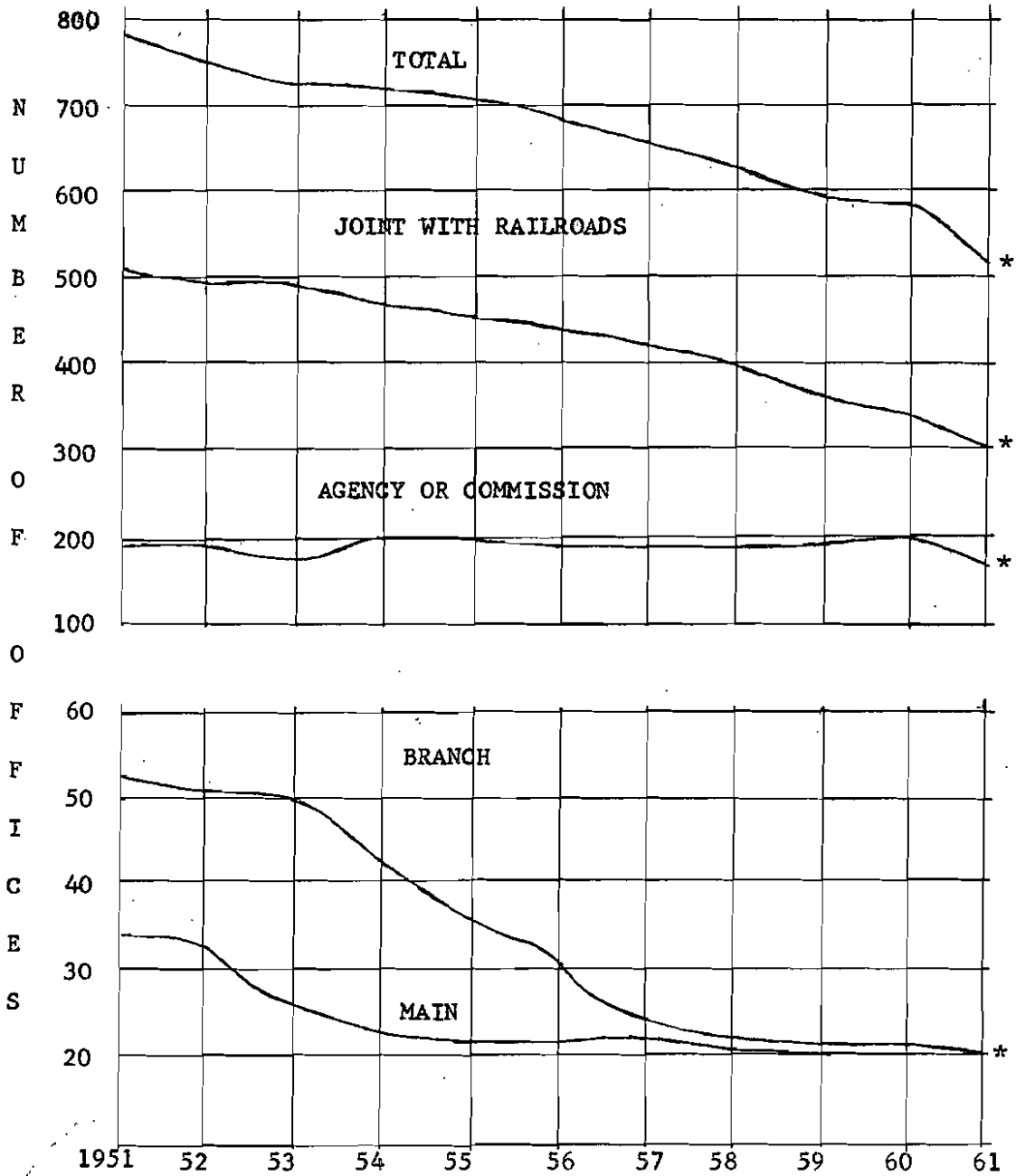
the losses it has experienced in the closing of many of its smaller stations by improvements made in the system generally. By mechanizing and arranging a number of strategically located message centers, the company is able to transmit messages almost immediately without manual retransmission at any point. It has substituted electronic transmission for manual transmission of its telegrams and enlarged its capacity for serving much greater traffic.

Telegraphic systems and plants are being modernized so that it can transmit messages by radio beam, carrier equipment as well as by private wire systems. These services include the sending of communications by telegraph with certain types of dialing facilities available to the subscribers which enables the subscribers to send written communication direct to another subscriber. With these modernization facilities it appears that the company is enjoying a growing business that enables it to make greater uses of the improvements in this telegraphic system.

In 1951 Western Union had 34 main offices, in 1961 there were 20, this is a decrease of 41%. In 1951 they had 53 branch offices, in 1961 there were 20, a decrease of 61%. In 1951 Western Union had 505 joint offices with railroad companies, in 1961 they had 306, a decrease of 39%. In 1951 they had 187 agency and commission offices, in 1961 they had 174, a decrease of 7%. The total offices operated in 1951 was 779, in 1961 it was 520, a decrease of 29%. This information is shown graphically on page 57.

# WESTERN UNION TELEGRAPH

## OFFICES



\* December 31, 1961

## Telephone

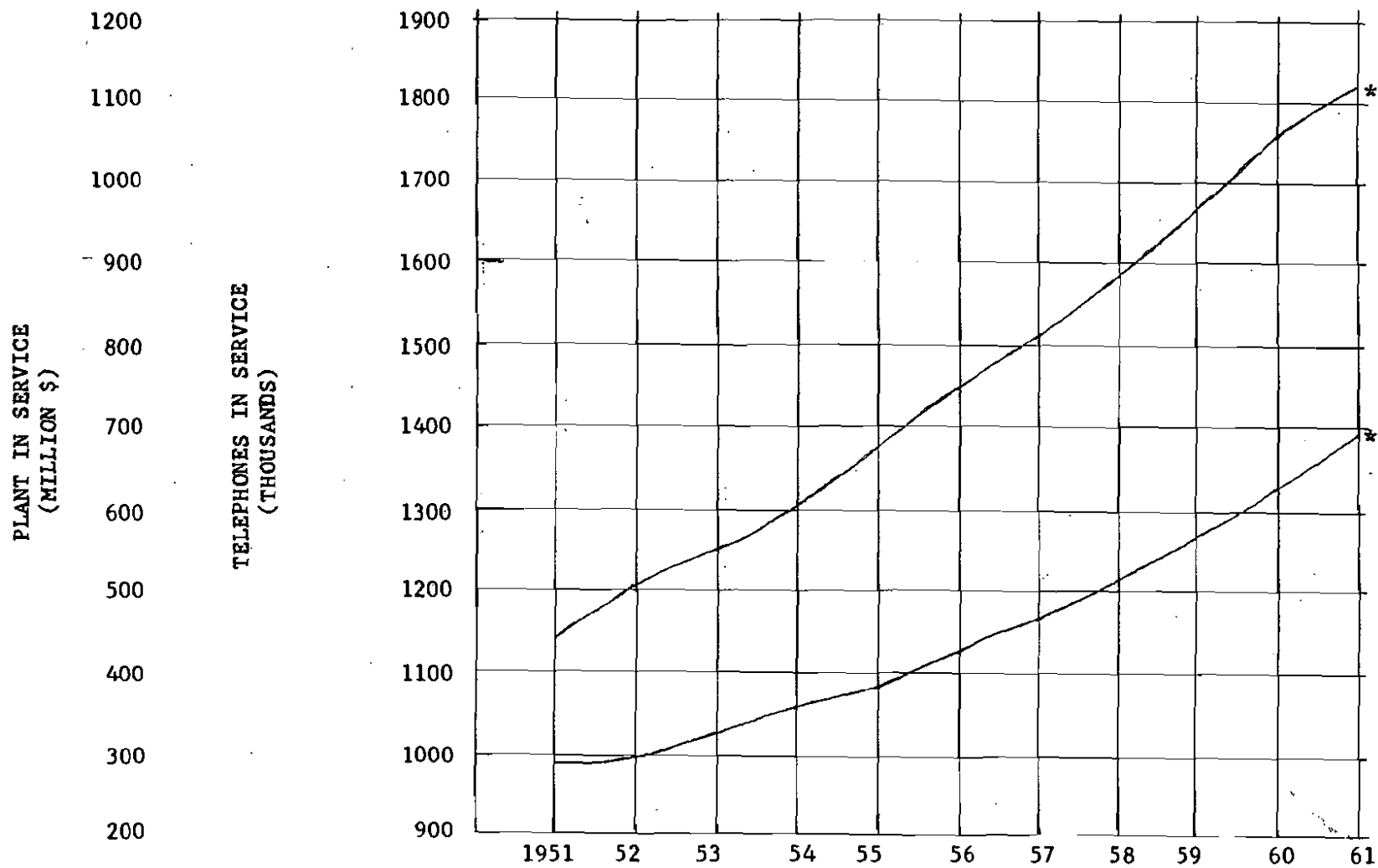
Due to the increased demand telephone utilities in the State have continued to expand. In 1951 there were 1,137,356 stations, in 1961 there were 1,808,338 stations, an increase of 59%. In 1951 the investment in plant in service was \$275,030,840, in 1961 this had increased to \$697,977,644, an increase of 154%. This expansion is shown graphically for the 11 year period 1951-1961 on page 34.

The number of telephone utilities have decreased from 131 in 1951 to 104 in 1961, a decrease of 26%. The decrease in the number of telephone utilities is accounted for by an increasing number of consolidations and the purchase of small utilities by larger utilities, giving the subscriber the advantage of better service. This better service in practically all instances constituted the change over from the magneto and common battery to the dial operation. Dial operation has now increased to 95.3%, Southwestern Bell has 98.7% and the independent companies 77.9%.

## Independent Companies

The independent companies served 12,000 additional telephone customers during the 12 month period ending June 30, 1961. The independent telephone companies are making rapid progress in converting to dial operation. For the year ending June 30, 1961, they converted 59 exchanges and have 32 scheduled for the next year. These replacements will entail a capital investment approximately in the order of 6 to 7 million dollars.

# TELEPHONE UTILITIES (Missouri PSC Regulated)



\* December 31, 1961

# MISSOURI

## Pertinent Data Concerning the Telephone Industry in Missouri

	December 31, 1960			December 31, 1961		
	<u>Bell</u>	<u>Ind.</u>	<u>Total</u>	<u>Bell</u>	<u>Ind.</u>	<u>Total</u>
<u>Total Telephones</u>						
<u>In State</u>						
Business	419,282	39,903	459,185	432,502	51,560	484,062
Residence	<u>1,058,592</u>	<u>242,144</u>	<u>1,300,736</u>	<u>1,090,290</u>	<u>243,743</u>	<u>1,334,033</u>
Total	1,477,874	282,047	1,759,921	1,522,792	295,303	1,818,095
<u>Total Increase for</u>						
Year	54,367	14,685	69,052	44,918	13,256	58,174
<u>No. of Telephone</u>						
Companies	1	232	233	1	200	201
<u>No. of Telephone</u>						
Exchanges	175	546	721	173	532	705
<u>No. of Dial</u>						
Exchanges	159	288	447	162	347	509
<u>Percent of Total</u>						
Tels. Dial	98.0%	60.9%	92.1%	98.7%	77.9%	95.3%
<u>No. of Exchs. Con-</u>						
verted to dial	15	67	82	4	59	63
<u>No. of Dial Replace-</u>						
ments	5	--	5	5	--	5
<u>Scheduled for:</u>						
	<u>1962</u>			<u>1963</u>		
Dial Conversions	5	52	57	4	47	51
Dial Replacements	4	1	5	1	--	1

### Independent Companies

Approximately 13,300 additional stations were added by the Independent companies in the 12 month period ending December 31, 1961. The Independent companies are making rapid progress in replacing manual service with dial service. Approximately 52 exchanges are scheduled for dial conversion during the year of 1962. This replacement entails a capital investment in the order of 7½ million dollars.

Three independent companies are planning to install DDD service for their subscribers in 1962.



## Communication Facilities - Missouri

The telephone industry provides service to 928 incorporated Missouri cities and the surrounding rural area. Service is provided from 812 switching centers operated by 200 telephone companies (Bell and Independent). During the past year, total telephones increased 3.3 percent and at years end totaled 1.8 million.

Modern dial service is available throughout the state with 95.2 percent telephones being dial operated.

The percent of Missouri families with telephone service now totals 77 percent.

Telephone users in Missouri also have access to good quality long distance service. In 1961, 71 million long distance calls were originated utilizing 501,000 miles of toll circuits located within the state. Facilities permitting direct dialing of long distance calls from 550,000 main telephones have been provided and are being expanded.

Many new services have been introduced or expanded. Extended area service with toll free calling is provided in more than 150 exchanges. This includes nearly all the larger communities and their trade area.

Wide Area Telephone Service which permits a telephone user to call on an unlimited basis all telephones in the state or nation as desired was introduced in 1961. One hundred and six Missouri customers are now utilizing this service.

Wide Area Data Service which permits teletypewriter customers to dial direct their own teletypewriter calls on an unlimited basis to any other teletypewriter customers will soon be introduced.

Dial TWX switching was introduced on a nationwide basis September 1, 1962. Many other new specialized services have also been introduced, Telpak, Dataphone, Farm Interphone, Home Interphone, Centrax, etc.

Looking ahead, the telephone industry will continue to make its resources and research facilities available to serve the growing State of Missouri. By 1975, the estimated Missouri population will be approximately 5.1 million. Eighty-six percent of the families are expected to require telephone service. Telephones will number some 2,750,000, an increase of more than 51 percent.

The telephone industry is preparing to meet this rapid expansion in the coming years. Many new communication services will be developed to meet the needs in the constantly changing communications field.

## Water

Water utilities throughout the State have found it necessary to continue to expand their properties. However, during the current period their expansion problems have not been so severe as during the drought of a few years ago, which required large expansion of the systems to provide water for the operation of air-conditioning units.

During the current period there have been a number of small water utilities created by persons engaged in real estate outside of or beyond municipalities at distances from the local municipal system too great to justify the extension of water transmission lines to the subdivisions being developed. Most of these subdivisions have occurred in areas in the State where ground water is available by the drilling of wells. It has been necessary to allow the developers to establish the systems as public utilities and in order to conform to the law, they have been granted certificates of convenience and necessity to operate such systems as a public utility.

During the period of 1951 to 1961 there has been a continuous growth in the number of customers served, the gallons of water sold, the revenues received and the investment in plant required to render satisfactory water service, except for the year 1958. That drop was caused by increased rainfall during 1958 and by the fact that one of the larger regulated water utilities was sold to the municipality then being served. No report was then forthcoming from that municipality. The chart on Page 19 shows the expansion in that service during the period.

# WATER UTILITIES (Missouri PSC Regulated)

63

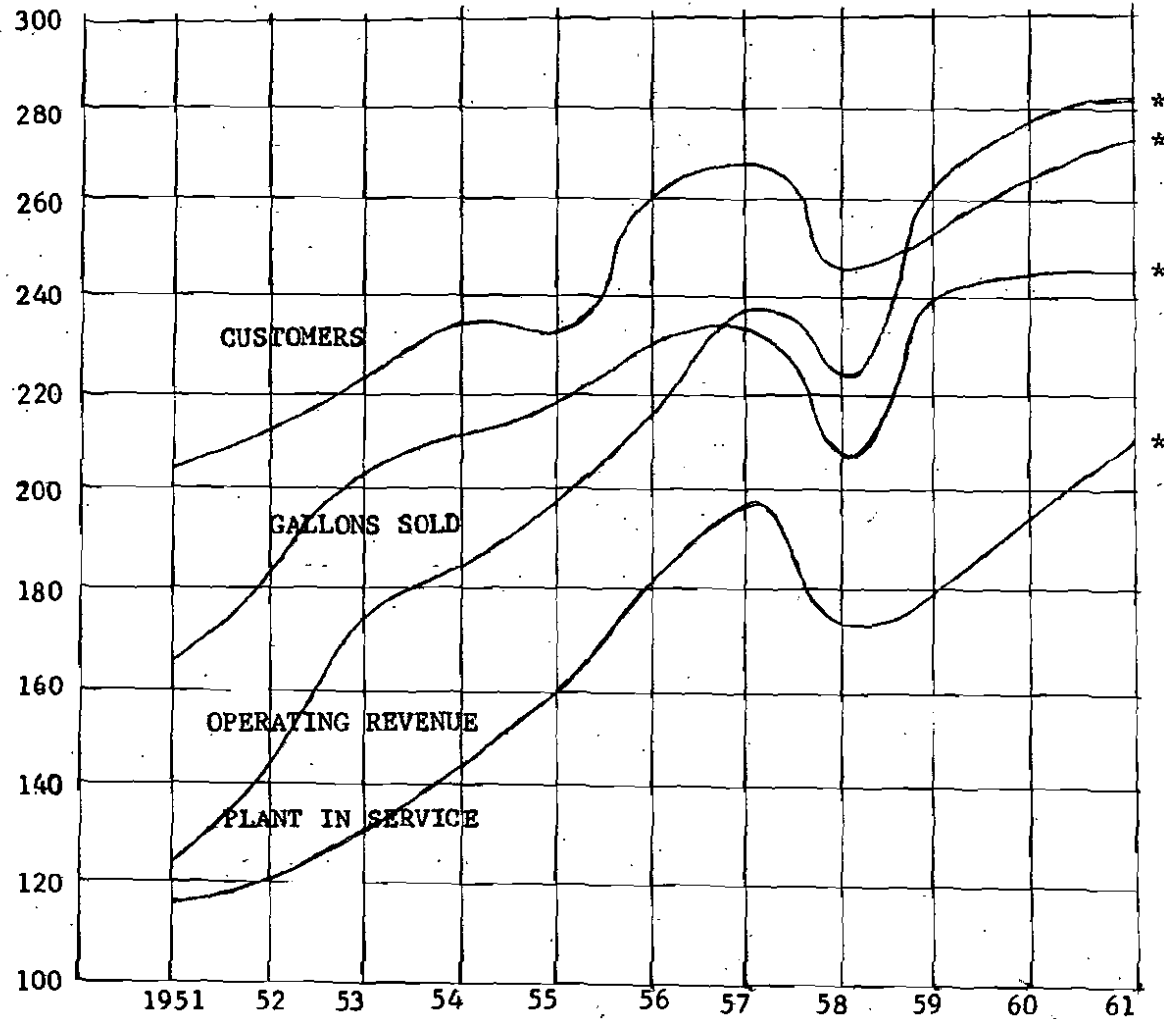
PLANT IN SERVICE (MILLION)

140 15 37.5 300  
130 14 35.0 280  
120 13 32.5 260  
110 12 30.0 240  
100 11 27.5 220  
90 10 25.0 200  
80 9 22.5 180  
70 8 20.0 160  
60 7 17.5 140  
50 6 15.0 120  
40 5 12.5 100

OPERATING REVENUE (MILLION)

THOUSAND GALLONS SOLD (MILLION)

NUMBER OF CUSTOMERS (THOUSAND)



\* December 31, 1961

## LEGAL DEPARTMENT

The duties of the Legal Department are many and varied and during the past fiscal year continued to expand, largely as a result of increased Commission activity. They include many conferences with members of the Commission and the technical staff, advising them upon the legal phases of their endeavors. The General Counsel, with his assistants, gives opinions and advice to the public as to their rights under the Missouri Public Service Commission law and the legal procedures pertaining thereto. Numerous individuals or their attorneys, as well as various public officials, have conferred with members of the Department and have received advice and opinions, both oral and written, with respect to the matters within the scope of its prescribed functions. A considerable volume of correspondence directed to the Commission is referred to the General Counsel for reply.

This Department has continued to work with other State Agencies on matters of mutual and public concern. Various problems concerning the enforcement of the Bus and Truck Act by the Missouri State Highway Patrol have arisen during the past year and our counsel has been sought by and readily given the Patrol.

Members of the Department have, on many occasions, accompanied Bus and Truck inspectors when safety inspections and compliance check-ups were being made. A member of the Legal Department, on the scene at the time of inspection, facilitates prompt disposition of a legal problem. Many penalty suits have been

instituted in Circuit Court and penalties collected for violations of the Bus and Truck Act and Commission Orders. Funds so collected go to the Public School Fund.

Considerable attention has been given to the problem of licensing motor vehicles, operating in interstate commerce, by non-residents of the State, and in this work the Department has cooperated with the Missouri Highway Reciprocity Commission. The existing reciprocity contracts, between Missouri and other states, have been reviewed and conferences held, in some instances with officials of other states, in order to revise them and bring them up-to-date.

The Department has appeared in all rate and valuation cases heard by the Commission, and there in cooperation with the Commission's technical staff, it has presented the Commission all available facts and information which it believed to be pertinent and in the public interest. The Department has actively participated in all other cases involving the public interest as the public's representative. Often times individuals and groups appear before the Commission without legal assistance and the General Counsel and his staff assist and advise such individuals and groups in order that the Commission may be fully informed on the issues.

The staff attorneys have often acted as hearing examiners and have heard many cases during the past year, thereby aiding the Commission in disposing of its crowded docket in a prompt and an

orderly manner. They have also prepared suggested Report and Orders which are submitted to the Commission for consideration.

The legal staff has appeared in all cases, in both State and Federal Courts, in which the Commission had an interest. These cases included litigation which arose in the courts in the first instance and also cases which originated before the Commission and were on review by or appeal to the Circuit or Appellate Courts. This litigation reached an all time high during the past year. It has presented, to the Courts, the Commission's views on the issues, and it has vigorously prosecuted such litigation to its final conclusion. Considerable time is obviously needed in preparing arguments, writing briefs, presenting evidence and otherwise properly representing the Commission. During the last fiscal year some fifteen to twenty cases were taken to such courts on review or appeal and in most every instance the upper courts eventually upheld the Commission, attesting to the staff's diligence.

Reviewed, or appealed Orders involved questions of importance, not only to the companies or litigants involved, but also to the Commission itself as a basis or guide to future regulation and the possible future public effects.

In many such cases, the question involved is a request to increase rates for some utility such as gas, electric, water, telephone, railroad, or bus and truck.

The companies are always represented by competent counsel and

the applicants' evidence before the Commission is usually detailed and technical, requiring experts in the various fields of rates. Cities, towns and other local communities oftentimes intervene to protest the proposed increase and often present evidence against such increase. The evidence of company witnesses and exhibits are carefully studied and analyzed to enable the Counsel's staff to intelligently and properly participate in the hearing and to present evidence from the Commission's technicians, who also make studies of the company's books and records for preparation of exhibits and offering testimony.

The General Counsel also cooperates with and assists the cities, towns and other protestants in the presentation of their case and quite often appears for and presents evidence for individuals or groups of citizens in such cases when they have no counsel. The General Counsel makes a diligent effort to see that the interest of the Commission and the general public are fully protected and that a full and complete record is made to include all the pertinent evidence and the views of all interested parties, so that the Commission may study such record and render a decision thereon.

The procedure briefly outlined for rate cases is likewise applicable to many types of cases which are heard by the Commission and in which the General Counsel engages. These cases, among others, include actions by railroad companies to close or combine stations; actions by telephone companies to service additional

territory; actions and complaints by individuals, or groups of citizens, for telephone service or to change service from one company to another company; actions concerning the safety of railroad crossings and substandard switching clearances; actions by utilities to serve new territory; actions by companies for authority for new financing; actions by bus and truck companies for new or enlarged authorities for their operations; and various other actions which must be heard and decisions made thereon by the Commission.

Members of the Legal Department have also represented the Commission at various hearings before the Federal Power Commission and the Interstate Commerce Commission. The purpose of such appearances was to protect the interests of the utility consuming public of this State. These cases have involved many issues, e.g., gas rates, transportation rates, allocation of gas for particular communities, discontinuance of service by railroads, etc. An outstanding result of such participation by the legal staff in matters pending before the Federal Power Commission is the fact that, during the period here involved, certain utility rate cases were settled or concluded, and the citizens of Missouri and customers of such utilities were paid several million dollars in refunds.

Among the important duties of the Commission requiring considerable time of the members of the department, is the representation of the State on joint boards created by the Interstate Commerce Commission pursuant to the provision of the Federal Motor



Carriers Act. The function of the joint board is to hear applications for certificates of convenience and necessity and permits to operate as motor carriers in interstate commerce and to recommend to the Interstate Commerce Commission the action to be taken thereon. Missouri is now a member of thirty-five different joint boards of adjoining or surrounding states and these boards from time to time are assigned to hear certain cases by the Interstate Commerce Commission, which have filed and which involved some ruling or interpretation of such Commission's regulations. During the last fiscal year the legal staff (representing the interests of Missouri motor carriers and Missourians generally) participated in such joint board hearings in some eighty to ninety applications and investigations of bus and truck operations, in St. Louis, Kansas City, Chicago, Jefferson City, Des Moines, Oklahoma City, Little Rock, and Springfield, Illinois.

## DEPARTMENT OF RAILROAD SAFETY

This Department is closely associated with railroad safety groups. The Commission is a member of the National Safety Council, working with it in every effort toward the elimination of railroad grade crossing accidents.

The Safety Supervisor is a member of the Committee on Motor Vehicle Traffic Safety at railroad grade crossings, and he is an ex-Officio member of the Board of Directors of the Missouri Safety Council.

As a result of a thorough study of the reporting of grade crossing accidents the Department learned that there were more fatalities and personal injuries in 1961 than there were the prior year. In 1961 there were 45 fatalities compared with 30 in 1960. There were 81 personal injuries in 1961 and 73 in 1960. That is an alarming increase of 50% in fatalities and 11% in injuries.

Chart A shows the highway-rail grade crossing accidents in Missouri from January 1, 1955, through the year 1961. It is broken down into various categories and by years together with their totals. All accidents, collisions, or damage within incorporated cities or towns are considered urban. Others are considered rural. Note columns (b) and (c).

Column (d) reveals the total number for each year and a grand total for all. Column (e) shows the number of persons killed, and column (f) the number of persons injured.

HIGHWAY-RAIL GRADE CROSSING ACCIDENTS  
FOR THE YEARS 1955 THROUGH 1961

<u>Year</u>	<u>Area</u>		<u>Total Accidents</u>	<u>No. Persons Killed</u>	<u>No. Persons Injured</u>
	<u>Rural</u>	<u>Urban</u>			
(a)	(b)	(c)	(d)	(e)	(f)
1955	42	43	85	39	83
1956	39	41	80	30	76
1957	37	39	76	32	73
1958	46	32	78	20	95
1959	37	38	75	25	80
1960	44	32	76	30	73
1961	<u>36</u>	<u>38</u>	<u>81</u>	<u>45</u>	<u>81</u>
Grand Total	281	263	544	221	561

This situation was brought to the attention of the Commission and it decided to ask the County Sheriffs to submit a list of what they considered the most dangerous railroad crossings within their jurisdiction. Thereafter, the Commission met with the Missouri Highway Department and the Missouri Highway Patrol to discuss this common problem. The result was the formation of an inspection team composed of a highway engineer, an officer of the Highway Patrol, and the Railroad Safety Supervisor.

Subsequently, extensive on-the-ground surveys were conducted in order to establish a pattern in grade crossing accidents; 87 crossings were inspected. The only noticeable similarity was driver negligence.

The Commission later conferred on the same subject, with the County Judges Association, the Missouri Railroads, the Members of Railroad Brotherhoods, the Missouri Safety Council, and Representatives of the Governor. The participants cooperated wholeheartedly and the effort has been highly beneficial.

There are 16 Class I Railroads operating in Missouri. In 1955, they had a total of 7,148 miles of road. In 1961, the total mileage was 7,119. Obviously 28.55 miles have been abandoned or a 4% decrease.

It is noted in Chart B that there were 1,572,378 motor vehicles of all types registered in Missouri in 1955, compared with 1,892,779 vehicles in 1961, or an increase of 20%.

Chart C makes a comparison of various types of protection at highway grade crossings by railroads for the year 1955 as compared with 1961. This exhibit portrays the improvement railroads have made in highway-rail grade crossing protection and the decrease in the number of highway grade crossings which are not protected by automatic devices. In 1955 there were 7,453 such grade crossings, and in 1961 there were 7,308. Forty-five crossings have been eliminated by grade separation or abandonment.

During the course of the inspections, the Department investigated grade crossings in Rolla. Because of crossing accidents over a few years, the City of Rolla passed an ordinance requiring that all railroad crossings be protected with octagon type stop signs. Such signs have been placed where automatic flashing lights have been in operation for years. The City is commended because it was done at its initiative and cost. Since such installations no accidents have been reported.

The Department was established to protect, and is devoted to, the health and safety of railroad employees and the public generally. The two objectives will not be deviated from and every conceivable method likely to attain the desired results will be pursued.

# MISSOURI MOTOR VEHICLE REGISTRATIONS

FOR YEARS 1955 and 1961

<u>TYPE OF REGISTRATION (VEHICLE)</u>	<u>YEAR 1955</u>	<u>YEAR 1961</u>	<u>INCREASE 1961 over 1955</u>	<u>INDEX 1955=100</u>
Passenger Auto	1,172,477	1,414,113	241,636	121
Truck	301,306	346,944	45,638	115
Busses	4,376	4,785	409	109
Trailers (All Types)	87,441	*116,632	29,191	133
Motorcycles	<u>6,778</u>	<u>10,305</u>	<u>3,527</u>	<u>152</u>
Total	1,572,378	1,892,779	320,401	120

\* Note: This increase due, partially because of a prorating agreement with other states on over-the-road trailers, and partially because of the increase of house and boat trailers.

# CHART C

## RAILROAD GRADE CROSSING PROTECTION BY RAILROADS IN 1955 TO 1961

Year 1955

Railroad	Gates Operated	Gates Watchman	Automatic Signals	Total	Standard Signs Only	Grand Total
1. ATSF	7	3	54	64	162	226
2. CBQ	3	15	112	130	1004	1134
3. CGW			20	20	57	77
4. CMStP&P			8	8	83	91
5. CRI&P	1	4	35	40	380	420
6. GM&O	1	1	41	43	183	226
7. Ill. Term.			3	3	5	8
8. KCS		12	30	42	222	264
9. KCT-Co.		2	2	4	15	19
10. Mo-Ill.			10	10	103	113
11. MK&T		11	48	59	463	522
12. MoP	59	15	185	259	1175	1434
13. Fco	11	9	165	185	1600	1785
14. Ctn. Belt			9	9	263	272
15. Term. RR Assn.	21	9	7	37	39	76
16. Wab.	<u>21</u>	<u>19</u>	<u>71</u>	<u>111</u>	<u>675</u>	<u>786</u>
TOTAL	124	100	800	1024	6429	7453

CHART C - CONTINUED

RAILROAD GRADE CROSSING PROTECTION BY RAILROADS IN 1955 TO 1961

Year 1961

Railroad	Gates Operated	Gates Watchman	Automatic Signals	Total	Standard Signal Only	Grand Total
1. ATSF	10	1	55	66	161	227
2. CBQ	3	14	116	133	970	1103
3. CGW			21	21	57	78
4. CMStP&P			11	11	80	91
5. CRI&P	1		41	42	378	420
6. GM&O	1	1	47	49	178	227
7. Ill. Term.			3	3	5	8
8. KCS		11	38	49	220	269
9. KCT-CO.			5	5	17	22
10. MO-Ill.			15	15	97	112
11. MK&T		1	52	53	374	427
12. MoP	61	9	195	265	1149	1414
13. Fco	15	4	209	228	1543	1771
14. Ctn. Belt			12	12	260	272
15. Term. RR Assn.	25	9	7	41	34	75
16. Wab.	25	17	81	123	669	792
TOTAL	141	67	908	1116	6192	7308



## TRANSPORTATION RATE DEPARTMENT

### General

The responsibility of assisting and advising the Commission in the administration of the law providing for the regulation of rates, fares, and services of railroads, motor carriers, street railways, freight forwarders, The Railway Express Agency, and the Pullman Company has been assigned to this Department.

Common carriers are required, by law, to file with the Commission tariff schedules showing the rates, fares and charges for the transportation of passengers and property within the state. Terminal charges, storage charges, and charges for any other accessorial services which may be performed by the carriers must also be specified in their tariffs. These rate schedules must be in such form as required by the Commission's tariff making rules, unless special authority is first obtained to depart from such rules, and any new rate, or charge, or any change, in rates or charges must be published and filed on thirty days' notice. When good cause is shown the Commission may authorize publication and filing on less than statutory notice. All tariff schedules naming rates, for the transportation of persons or property, are received and filed by this Department. Each new tariff schedule is examined to determine it if provides statutory notice to the public and if there is reasonable compliance with the tariff circular requirements.

Last year the Department received, examined and filed, 4,028 railroad freight tariffs, 327 railroad passenger tariffs, 88 express tariffs, 1,385 truck tariffs, and 523 motor bus tariffs. Of the total number of schedules filed, only 183 were issued on less than statutory notice or departed in some manner from the Commission's prescribed tariff rules pursuant to special authority sought and obtained by the carrier or tariff agent prior to the tariff filing. It was necessary to reject only nine tariff filings for failure to give statutory notice or because the tariffs did not reasonably comply with the tariff publishing rules. A heavy volume of correspondence is maintained with carriers and their tariff publishing agents pertaining to correction of, improper or objectionable, tariff provisions and in most cases errors, in tariff publication or unauthorized departures from the tariff circular requirements, are corrected before the schedules become effective.

Each new tariff schedule is examined to determine the reasonableness of proposed rates and charges and the Department makes recommendations and suggestions to the Commission as to whether proposed changes should be permitted to become effective or should be suspended for investigation. If it appears that the interest of the public may be adversely affected or if there are justifiable complaints made by competing carriers, the effective date of the rate change is suspended and a hearing held to determine the pro-

priety thereof. In initiating and disposing of investigation and suspension proceedings last year the Department prepared twenty-four recommended orders for consideration by the Commission.

Motor carriers of passengers operating over regular routes are required to file time schedules with the Commission and a file of such schedules is maintained. During the year 159 new or amended time schedules were filed. Each new schedule is examined to determine the changes in service that will result; whether the remaining service appears to be adequate, and whether or not the public may be, otherwise, adversely affected. Schedules that propose substantial changes in service are called to the attention of the mayor, city clerk, or postmaster of the affected communities and if there is complaint made as to the proposed changes, which cannot be resolved by informal handling with the carrier, the proposed changes are suspended and a hearing held for the determination of the reasonableness of the new schedules. Where discontinuance of the last remaining passenger service is proposed a hearing is also had. The Department participates in these hearings, submitting such evidence as seems desirable for proper determination by the Commission. During the past year it prepared seven proposed orders dealing with the discontinuance of bus service.

Every effort is exerted to obtain compliance with statutory and regulatory requirements, with respect to the publication and

filing of rate and time schedules, but there are cases when, as a last resort, it is necessary to suspend the carrier's operating authority until the requirements are met. During the period of this report it was necessary to suspend the authority of 66 motor carriers because of their failure to file tariffs or time schedules as required or to establish rates prescribed by the Commission. By the end of the period the authority of 53 of the carriers had been reinstated.

In addition to the rate schedules naming rates and charges for intrastate services, the Department also maintains an extensive file of interstate tariffs of various transportation agencies and some tariffs applicable for intrastate transportation in nearby states. These tariffs are used by the Department and others for rate comparisons. They are also frequently used to supply rate information to the Department of Commerce and Industrial Development.

The Department has the responsibility of advising the public with respect to proposals to discontinue passenger and freight train service, to receive and acknowledge protests and objections to such discontinuance, and consolidation, dualization or abandonment of agency stations, and to generally assist the Commission in obtaining information necessary to determine whether such matters should be set for hearing. The Department is represented, in hearings before the Commission, when rates and services of

transportation agencies are involved and testimony is offered by department personnel when it seems appropriate or necessary to fully inform the Commission. Personnel of the Department also participate on behalf of the Commission in proceedings before the Interstate Commerce Commission involving rates and services of transportation agencies operating within Missouri.

The Department assists in the processing of motor carrier applications for temporary authorities, permanent authorities, and consolidation and transfers of operating rights. During the past year 146 reinstatements or consolidations of operating authorities were prepared for use in transfer orders or in orders granting additional authority. The initial recommendation on applications for temporary authority is made by the Department. During the past year 98 recommended orders granting, denying or extending temporary authorities were prepared.

The Department accumulates and compiles statistical information of Missouri intrastate rail and motor carrier operations. It receives and analyzes various statistics prepared by other state commissions, the Interstate Commerce Commission and various transportation associations in order to keep abreast of existing transportation conditions.

The Department renders assistance to the public and regulated carriers in connection with their rate and service problems. Hundreds of informal complaints of almost every conceivable nature

are handled annually. Some of the complaints require rather extensive investigation. The Department assists the Commission and other state agencies, in the investigation of many formal complaints concerning rates and service of transportation agencies. During the past year 129 specific complaints or requests for investigations were placed in the hands of the Department's service inspector for handling. More than half of the complaints investigated were found to be without sufficient merit for further handling or were satisfied upon investigation, but in fifty-nine investigations the report of the inspector was submitted to the head of the Department with recommendation for further handling by the Legal Department or the Commission. These investigations included 15 compliance surveys of certificated carriers, 17 investigations of dump truck operations, 14 alleged rate violations, 2 investigations of bus operations, and 2 investigations of commercial zone operations. The service inspector also participated in 13 road checks and 4 schools of instructions held by the State Highway Patrol. Of the investigations conducted by the service inspector, 25 involved certificated carriers, and 17 involved truckers operating without authority, the latter involving questionable leasing or buy and sell practices. The presence of the service inspector was required in five court cases. Some of the investigations resulted in citation proceedings before the Commission and in initiating and disposing of these proceedings the Department prepared eleven proposed orders for issu-

ance by the Commission.

#### Railroad Rates and Operations

There were no general increases in railroad freight rates and charges during the past year. The most recent general increases, commonly referred to as the Ex Parte 223 increases, were made effective December 17, 1960, on Missouri intrastate traffic, except the increases applying to the transportation of sand and gravel, crushed stone and limestone, and bituminous coal were suspended. Increased charges for specified accessorial services rendered in connection with shipments of sand and gravel, crushed stone and limestone, coarse grains, soybeans and wheat, and the increases in switching rates for intra-terminal and inter-terminal movements were also suspended. The statutory limitation on the Commission's power to suspend extended only to October 15, 1961, however, because some of the suspended provisions were also being investigated by the Interstate Commerce Commission, the railroads did not desire to proceed with the hearing until the interstate investigation was concluded so they voluntarily extended the suspension period indefinitely on Missouri intrastate traffic and the suspension remains in effect at the time of this report.

The railroads have put more emphasis on economizing in their operations and doing away with unprofitable operations in an effort to make their revenues keep pace with their increasing operating costs. These efforts to economize have been most apparent, in the

increased number of proposals to combine railroad stations, using the same agent on a part-time basis at two or more stations, or the elimination of agencies altogether. There were also some notable examples of discontinuance of service that can no longer be provided at a profit. For example, by Order dated January 5, 1962, in Case 14,759, the CB&Q Railroad was authorized to discontinue its last remaining passenger service between St. Joseph and Brookfield. By Order in Case 14,968, effective December 15 1961, the Missouri Pacific Railroad was authorized to discontinue its commuter trains between Pacific and St. Louis, the last remaining rail commuter service in Missouri. By Order served June 13, 1962, the Interstate Commerce Commission authorized the Missouri Pacific Railroad to abandon its line between Jefferson City and Eldon.

By Orders issued in Cases 14,668 and 14,837 the Commission rejected proposals of the Missouri-Kansas-Texas Railroad which would have placed 6,000 pound minimum weight requirement on LCL freight at most of its stations in Missouri. However, at the time of this report both orders are on appeal in the Cole County Circuit Court.

For the first twenty-six weeks of 1962 rail carloadings were running 4.8% ahead of the same period in 1961, although they were 8.7 behind 1960. Trailer-on-flat car service (piggyback) continued to show good gains. Piggyback loadings for the first twenty-six weeks of 1962 increased 58,509 cars, or 20.4% above the corresponding period in 1960. The number of railroads handling this type of traffic has also increased to 60 as compared to 58 a year ago and 53 in 1960.



In May, 1961 all Missouri railroads, with the exception of the Kansas City Southern, supplemented their passenger fare tariffs, on statutory notice, increasing basic coach fares 5% to be effective July 1, 1961, with no change being made in the first-class basic fares. The increased fares were permitted to become effective without hearing and remained in effect the entire year.

#### Railway Express Operations

Closing of railway stations and discontinuance of passenger service has made necessary the closing of numerous Railway Express agencies. In some communities this has meant that Railway Express service is no longer available. However, in other areas, with the closing of railroad stations, the Railway Express Agency, has sought to continue service by extending the terminal limits of its remaining stations to include towns as much as 45 to 50 miles away with the enlarged terminal area being served by its pick up and delivery vehicles. It appearing that when vehicles licensed for more than 6,000 pounds were used such operations would require a certificate under the Bus and Truck Law, the Commission instituted an investigation of such operations and, following a hearing held on the matter, concluded that a certificate was required and the Express Agency was ordered to cease and desist such operations unless and until proper authority was obtained. To continue to provide service the Express Agency applied for and was granted temporary authority to operate its motor vehicles over the highways and con-

currently filed an application for permanent authority, which is still pending at the time of this report.

Railway Express rates on less than truckload shipments of all commodities, except cut flowers and fresh fish, were increased by 10¢ a shipment effective February 8, 1962. These increases were allowed to become effective on both interstate and intrastate traffic without hearing.

#### Truck Rates and Operations

During the past year Missouri motor carriers of general commodities continued to operate on rates and charges established effective March 15, 1961, pursuant to Report and Order of the Commission dated February 15, 1961, in Case No. T-19,437. There was also no general change in the rates and charges applicable for truck operators specializing in the transportation of household goods, petroleum products in tank trucks, heavy machinery and bulk commodities in dump trucks. Because of a change in the manner in which minimum weights are specified in the National Motor Freight Classification proceedings were instituted which resulted in an Order dated April 3, 1962 in Case T-22,779 requiring certain changes in the minimum weight provisions previously prescribed for motor carriers but there was little, if any, change in the truckload charges paid by shippers as a result of these rule changes.

Truck revenues and tonnage increased over last year. Reports

filed with the Commission indicate that Class A carriers of general freight transported 139,725 tons of freight, moving in intrastate commerce, for a total revenue of \$2,664,581 in the first quarter of 1961, as compared to 149,498 tons and revenue of \$2,837.067 in the first quarter of 1962.

#### Intercity Bus Fares and Operations

There was no change in the level of bus fares during the past year. However, there was a nominal increase in charges for charter bus operations. Bus time schedules remained fairly stable throughout the year with most changes being adjustments of operating times for various reasons rather than the addition or elimination of runs.

#### Transit Fares and Operations

The fares applicable for riding on the lines of the St. Louis Public Service Company in St. Louis and St. Louis County during the past year were those authorized by Order dated December 16, 1960 in Case 14,536 and which, except for the elimination of the reduced fare for students, became effective January 1, 1961. The Order provided that the special student fare should not be eliminated prior to the commencement of the 1961-62 school term. The 15¢ fare for students over 12 years of age was eliminated effective September 1, 1961. The fare structure includes a basic adult fare of 25¢, a children's fare of 12¢ and a 7¢ zone fare payable upon crossing certain zone points. For express bus riding

there is a premium of 7¢ over the local fare.

By new tariffs filed to become effective June 17, 1962, but suspended by the Commission by Order in Case 14,985, the St. Louis Public Service Company proposed to establish a 5¢ charge for transfers, to increase the zone fare and premium for express service from 7¢ to 10¢, and increase the children's fare from 12¢ to 15¢. A 5¢ increase was also proposed in the 10¢ downtown zone fare and the 30¢ park-ride fare. The proposal for increased fares was attributed to increased operating costs. Hearings on the proposal was commenced on June 26, 1962, but they have not been concluded.

On July 1, 1961, Kansas City Transit, Inc., was providing transit service in Kansas City on the fares made effective November 1, 1959. These fares included an adult cash fare of 25¢, 4 tokens for 95¢, and a children's fare of 10¢. There was an additional zone fare of 5¢ or 10¢ for passengers passing through certain zone points. By new schedules filed to become effective November 1, 1961, the Company proposed to eliminate the token rate of 4 for 95¢ and to establish a 3¢ transfer charge. Increased costs was given as the reason for the proposed fare changes. By Order dated October 30, 1961, in Case 14,853, the 3¢ transfer charge was suspended. However, following a hearing an Order was issued on December 29, 1961, vacating the suspension and allowing the 3¢ transfer charge to become effective January 13, 1962.

The St. Joseph Light and Power Company which provides transit

service in St. Joseph continued to operate on the fares originally made effective April 27, 1958. The tariff schedule of this Company provides for an adult cash fare of 15¢, 7 tokens for \$1.00, and a children's fare of 10¢. For students holding a proper identification card the fare is 10¢.

#### Railroad and Street Railway Mileage

Class I railroads serving Missouri reported 11,043 miles of track on December 31, 1961, as compared to 10,966 miles as of December 31, 1960. Increased mileages were reported by Missouri Pacific Railroad and Missouri-Illinois Railroad. Missouri Pacific completed construction of new tracks from Cadet, Missouri, into the Pea Ridge mining area. The increase in miles reported for the Missouri-Illinois Railroad Company came about as a result of the abandonment of its car ferry between Thomure, Missouri and Kellogg, Illinois, and the concurrent acquisition of trackage rights between those points over the lines of other railroads via Illmo, Missouri. The reduction in mileage reported by CB&Q Railroad resulted from abandonment of 26.98 miles of track from Cameron Junction to Kearney, Missouri, and abandonment of 5.40 miles between Westboro, Missouri and Northboro, Iowa, as approved by the Interstate Commerce Commission in Finance Dockets 21624 and 21587, respectively. All other changes in mileage were of a minor nature.

Track mileage reported by the St. Louis Public Service Company as of December 31, 1961, was the same as a year ago. There are no

other street railways now operated in the State of Missouri.

The reduction in mileage reported by small railroads resulted from the abandonment of 4.7 miles of track by the Bevier and Southern Railroad Company beginning at Ardmore, Missouri, and extending approximately 4.7 miles in Macon and Randolph Counties as approved by the Interstate Commerce Commission in Finance Docket No. 21289. Prior reports included 5.20 miles of track operated by St. Louis and Troy Railroad Company and the entire operation of this line has been abandoned.

The following table shows the rail mileage in Missouri operated by the various railroads as of December 31, 1961:

# RAILROAD MILEAGE OPERATED IN MISSOURI AS OF DECEMBER 31, 1961

Class I Railroads	Main Line Tracks	Second Main Tracks	Other Main Tracks	Passing Tracks Crossovers Turnouts	Way & Yard Switching Tracks	Totals
A.T. & S.F. Ry. Co.	308.17	199.25	26.54	43.11	70.30	647.37
C.B. & Q. RR. Co.	1310.82	31.30	--	142.79	346.52	1831.43
C.G.W. Ry. Co.	101.22	3.61	--	9.80	22.66	137.29
C.M.St. P. & P. RR. Co.	155.97	57.46	12.45	32.26	102.52	360.66
C.R.I. & P. RR. Co.	509.88	69.60	27.60	51.45	126.32	784.85
G.M. & O. RR. Co.	245.91	11.62	--	46.13	50.70	354.36
I.T. RR. Co.	2.54	--	--	.41	8.72	11.67
K.C.S. Ry. Co.	202.28	10.33	--	40.07	133.28	385.96
M-I RR. Co.	173.50	4.35	--	17.25	31.54	226.64
M-K-T RR. Co.	391.26	18.84	--	53.22	88.48	551.80
Mo. Pac. RR. Co.	1440.66	212.40	3.29	172.18	556.99	2385.52
St. L.-S.F. Ry. Co.	1430.45	31.10	--	169.03	401.85	2032.43
St. L. S.W. Ry. Co.	219.09	14.79	--	21.42	33.10	288.40
U. P. RR. Co.	1.98	1.54	--	5.78	14.31	23.61
Wabash RR. Co.	628.19	62.80	13.31	98.55	217.87	1020.72
<b>TOTALS</b>	<b>7121.92</b>	<b>728.99</b>	<b>83.19</b>	<b>903.45</b>	<b>2205.16</b>	<b>11042.71</b>
Street Railways:						
St. Louis Public Service Company	25.53	25.53	--	4.61	6.46	62.13
Small Railroads:						
Bevier & Southern Railroad Co.	-	-	-	-	-	15.33
Hannibal Connecting Railroad Co.	-	-	-	-	-	5.68
Kansas City Connecting Railroad Co.	-	-	-	-	-	4.73
Missouri & Illinois Bridge & Belt Railroad Co.	-	-	-	-	-	3.48
<b>TOTALS</b>						<b>29.22</b>